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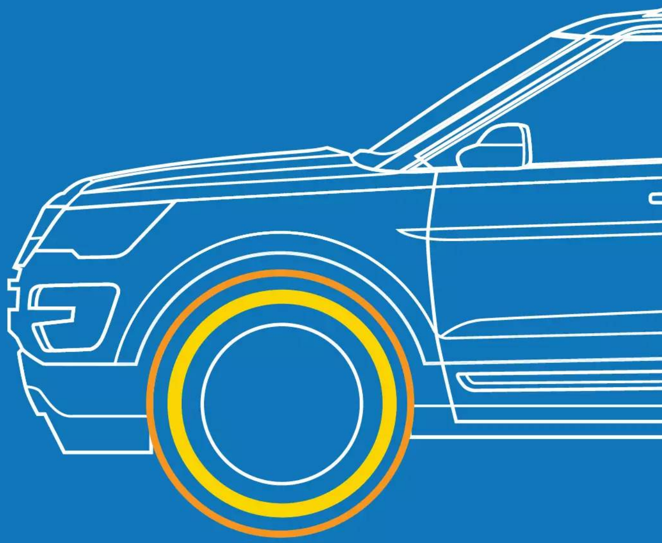

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PHOTOS, COVER: SUBARU, MAZDA. PHOTO, THIS PAGE: KIA

The CR Difference

WHEN YOU'RE BUYING a new car, it can feel like everyone you encounter just wants to sell you something and there's nobody out there you can trust.

CR is here to help! You can rely on our recommendations because we have detailed data that nobody else does.

This issue of Consumer Reports New Cars has the latest data from our exclusive annual reliability surveys of our members. We ask them about the problems they had with their vehicles that cost them time and money. We also ask if they're satisfied with their vehicle. Because the only thing better than a reliable car is a car that owners love, too.

This year we gathered data on over 330,000 cars, trucks, SUVs, minivans, and wagons. But that's not all. We buy our own vehicles to test rather than relying on samples provided by automakers, so when we conduct more than 50 detailed evaluations on a car, we're testing the same one you plan to buy—not a hand-picked version that was loaned to us in order to get a good review.

CR is a nonprofit, and we don't answer to automakers or dealers. It's why you won't see any ads from automakers, but you will see our exclusive test data.

So rest assured: You've started searching for a new car in the right place. We are proud to have earned your trust.

—CR's Auto Test Team

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Ask Our Experts

The CR auto testers answer your questions on windshield fogging in the winter, if light-colored interiors are cooler, and how to keep your car running for 200,000 miles.

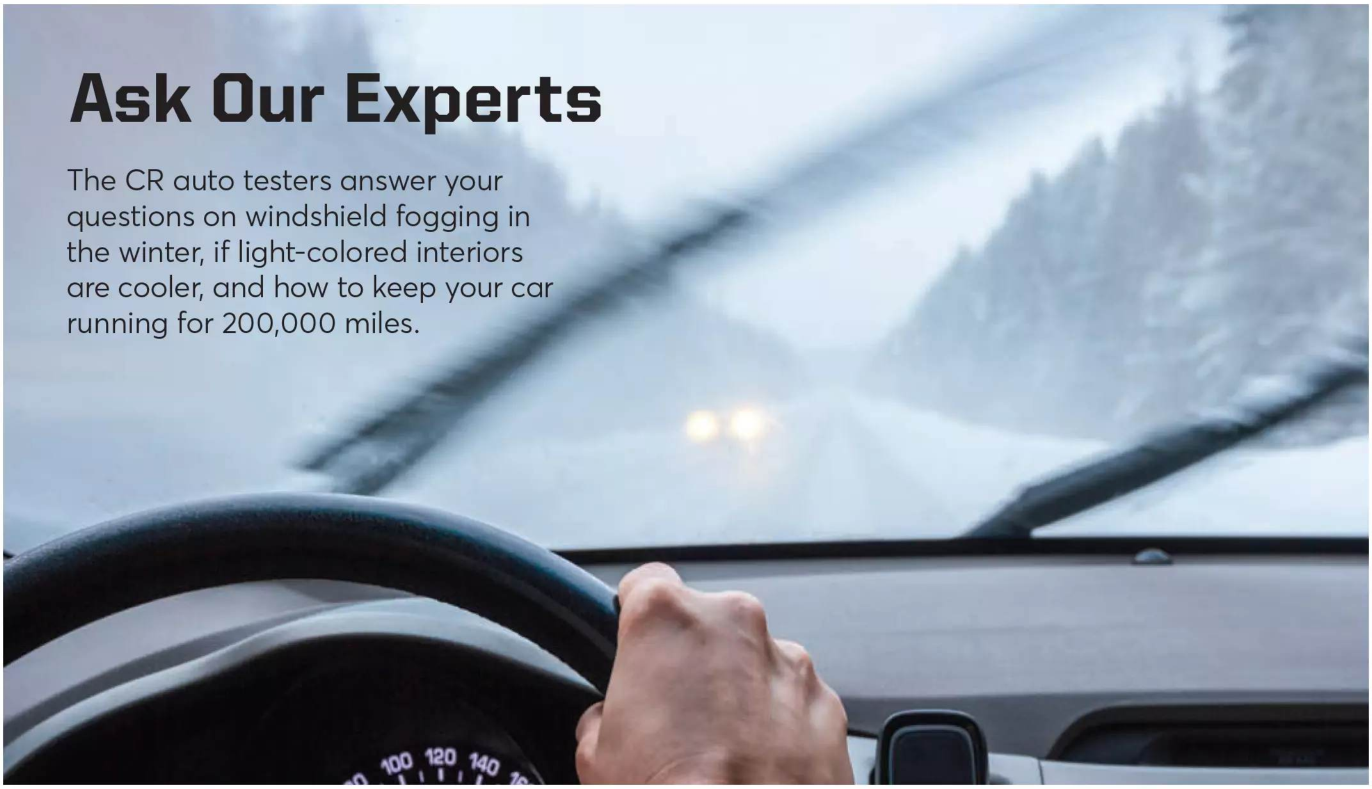


PHOTO: GETTY IMAGES

Q. Is there any way to defog my car's windows more quickly?

In the dry air of the winter, moisture is the enemy of clear windows. The fix may surprise you: Use the air conditioning.

Choose Defrost mode to automatically engage the A/C at a high fan speed and direct warm, dry air to the windshield. This can also heat the glass to aid in clearing snow and ice while removing condensation from the inside.

Remember, it's called "air conditioning" because it dehumidifies the air. You can still set the temperature to a comfortable level and enjoy warm, dry air from the vents.

If you're adjusting the climate control system manually, be sure to keep it in Fresh Air mode, allowing outside air to enter the system. And don't rub a cloth on the windshield because that can lead to streaks that blur your view in direct sunlight or when you're facing oncoming headlights.

Q. Do dark car interiors get hotter in the sun?

There's a common belief that if you live in a warmer climate, a lighter interior will keep your car cooler. But after parking two cars in the sun for an hour, we found that the difference isn't enough to be a determining factor in your choice.

The two cars, one with a light-colored exterior and interior and the other with a dark exterior and interior, started off at 78° F inside. Within an hour, they were both over 100° F. The darker car did get a little bit hotter, but only by a few degrees.

The key thing to remember is that the sun beating down through a vehicle's many windows can heat its interior up to dangerous levels even when it isn't the middle of summer.

Q. What is a reasonable lifespan for cars?

CR's survey data shows that if you follow the manufacturer's service intervals, a modern car from a brand known for reliability should be capable of reaching 200,000 miles or more.

Today's vehicles have more systems and technology than those found in previous generations, and they're generally better built. Even the metals are more rust-resistant than they were in the past, so corrosion and body integrity are less of an issue nowadays.

Still, it's wise to avoid buying the first year of a new model, and give the automaker time to work out any kinks that might arise.

When it comes to buying a used car, it pays to do research on the specific model you're considering to find out what problems might exist. Check maintenance records to see if the car has been properly serviced and the transmission fluid changed. You should also have it inspected by a reputable mechanic before purchasing.

58%

of buyers use an automaker's own finance arm for their new-car loan rather than their own bank or credit union.

SOURCE: Experian Information Services Q2, 2023 State of Automotive Finances Market Report

START YOUR ENGINES

CAR-CRASH SAFETY, THE COST OF EXTENDED WARRANTIES, AND INCREASING FEES ON NEW CARS.

The Most and Least Reliable Models

Taking data from CR members, our auto experts predict which vehicles you can count on.

SUBCOMPACT SUVs

✓ Subaru Crosstrek

RELIABILITY SCORE **99**

MIDSIZED /LARGE CARS

✓ Toyota Camry Hybrid

RELIABILITY SCORE **87**

MIDSIZED 3-ROW SUVS

✓ Toyota Highlander Hybrid

RELIABILITY SCORE **75**

ELECTRIC CARS

✓ 🍃 Hyundai Ioniq 6

RELIABILITY SCORE **70**

ELECTRIC SUVS

✓ 🍃 Nissan Ariya

RELIABILITY SCORE **62**

DEPENDABLE RIDES These models were the most reliable in their categories.

TODAY IT'S EASIER TO find a new car or SUV than it was two or three years ago. But the market is shifting, with fewer small cars, many redesigned and all-new models, and more electrified options.

With this variety comes the potential for reliability headaches, whether because a fresh model has a new complicated powertrain or there's still a snag in the supplier network.

While it's always wise to choose a reliable new car, it's even more important now, as new-car prices and interest rates have risen dramatically. If you're going to pay top-dollar for your daily driver, you want it to be dependable—rather than a costly mistake.

Here we report on how every mainstream automaker performed in this year's auto reliability survey and highlight key findings for each brand, broken out into three regions.

Asian Automakers

Lexus takes the top spot as the most reliable automaker in our survey. In fact, only one model, the NX, has just average predicted reliability, due to some minor transmission, electrical accessory, and in-car electronics issues reported by members. The NX Hybrid, ES, ES Hybrid, RX, and RX Hybrid are all above average, while the UX is well-above average.

Toyota's 4Runner is among the most reliable models in the survey. The only model with a below-average rating is the Tundra; members report body hardware, paint & trim, in-car electronics, and brake issues. The Crown, new for 2023, is average, along with the Sienna and the bZ4X EV. The redesigned Prius and Prius Prime are well-above and above average, respectively. All other Toyotas are above average and the Camry Hybrid, Camry, and RAV4 Prime are well above average.

Acura's RDX and TLX both have above-average reliability, and the MDX and Integra—which are recent redesigns—are both average. MDX owners told us about issues with the in-car electronics and paint & trim.

Most **Hondas** score average, including the Passport, Pilot, Odyssey, CR-V Hybrid, Ridgeline, Accord, and Civic. The Accord Hybrid and CR-V are above average, and the HR-V is outstanding. Pilot owners reported issues with body hardware and paint & trim, while Odyssey and Passport owners reported in-car electronics and electrical accessories issues.

Subaru's BRZ, WRX, Forester, and redesigned Crosstrek score above-average reliability. The Outback, Ascent, Solterra EV, and Legacy are all average. Some members report the Solterra EV has problems with charging, the Outback and Legacy have in-car electronics issues, and the Ascent SUV has climate system and brake problems.

Every **Mazda** model has above-average predicted reliability including the MX-5 Miata, 3, CX-50, CX-30, and CX-5.

All **Kia** models score average or better. The Sportage Plug-in Hybrid is well-above average, and the Carnival, Forte, Niro, and K5 are all above average. The EV6 is average, as some owners reported issues with EV charging, while Sorento and Soul owners noted transmission problems. All other Kia's are average.

Most **Hyundai's** are average or above average. But the Ioniq 5 EV scores below average, with owners reporting trouble charging, along with EV battery and climate system problems. The Palisade, Ioniq 6, Tucson, and Elantra are above average. The Venue, Santa Cruz, Elantra Hybrid, Tucson Hybrid and PHEV, and Sonata are average.

Infiniti's Q50, QX50, and QX60 all scored average predicted reliability.

Nissan has two below-average models, the Pathfinder and Frontier. The new Ariya EV is above average, and the Kicks, Altima, Murano, Leaf, Rogue, and Sentra are all average. The Pathfinder and Frontier have reports of build quality issues, along with transmission problems for the Frontier.

Genesis is a mix, with the GV80 and GV70 SUVs scoring below average while the GV60 EV, G70, and G80 are all average. GV70 owners told us about fuel system, drive system, and body hardware problems.

European Automakers

Mini is this year's most reliable European brand, ranking third overall. Both the Cooper and Cooper Countryman scored above average reliability.

We have data on two **Porsche** models, the Cayenne and Macan SUVs, both score above-average.

BMW's X5 is one of the 10 most reliable models in the survey. The X3,

PHOTO: SUBARU,TOYOTA,HYUNDAI, NISSAN

Hybrids have

26%

fewer problems than gasoline engine models

SOURCE:
Consumer Reports' Auto Reliability Surveys

4 Series, and 2 Series are above average. All other models are average, including the i4 and iX EVs, X5 Plug-in Hybrid, the 3 series, X1, and X7. i4 owners reported some EV charging issues.

The **Audi** A5 scored above average, while the A3, Q7, Q4 E-Tron, Q8 E-Tron, A6, Q3, Q8, Q5, and A4 are all average. The Q5 PHEV is below average, and has problems with the EV motor and EV charging, along with climate system issues.

Volvo's XC60 and XC90 remain below average, joined by the XC60 Plug-in Hybrid. However, the XC40 and S60/V60 have average reliability. XC60 owners had issues with the brakes, in-car electronics, climate system, and electrical accessories. XC60 PHEV owners reported most of those, along with EV battery and charging system problems.

Every **Volkswagen** model has below-average predicted reliability. The Taos is one of the least-reliable vehicles in the survey, with owners noting issues with the brakes, electrical accessories, transmission, engine, electric system, in-car electronics, and noises & leaks.

Mercedes-Benz is the lowest-ranked European brand, in 29th place. All models are predicted to be below or well-below average. The GLE has climate system and build quality issues, including body hardware, electrical accessories, and noises & leaks.

Domestic Automakers

In 12th place, **Buick** is the highest ranked domestic automaker. The Enclave, Encore GX, and Envision are average, with some body hardware issues. The Encore GX also has climate system and in-car electronics problems.

Both the **Tesla** Model 3 and Model Y have average predicted reliability, while the Model S and Model X are below average. Owners of all models reported some build quality issues, including body hardware, paint & trim, noises & leaks, and electrical accessories. Model X and Model S owners noted suspension problems, and Model S owners also reported climate system issues.

The **Ram** 1500, 2500, and 3500 have average predicted reliability. The 1500 owners reported in-car electronics issues, and some members with heavy duty 2500 trucks told us about transmission and electrical accessory issues.

All **Cadillac** models in our survey score average reliability. Of note, XT5 owners reported problems with the brakes and exhaust.

Chevrolet's Blazer, redesigned Colorado, Tahoe, Suburban, and Silverado 1500 have below-average predicted reliability. The Corvette, Equinox, Trailblazer and 2500HD/3500HD trucks are all average. Silverado 1500 owners reported major engine problems with the lifters, some paint & trim, and in-car electronics issues.

Dodge is 21st in this year's brand ranking, but has insufficient sample for each individual model.

Ford's scores cover a wide range. The Maverick and Edge are above average, while the F-150, F-150 Lightning, Escape, Bronco, Bronco Sport, and Explorer are all below average. The F-150 Hybrid is among the least reliable models, scoring well-below average. F-150 Lightning and Hybrid owners noted issues with their EV/Hybrid batteries, while F-150 Hybrid owners also had transmission, drive system, and exhaust problems.

The Lincoln Aviator is below average, and the Corsair is average, with owners noting body hardware problems and noises & leaks.

GMC's Sierra 1500, Yukon, Yukon XL, and redesigned Canyon are below average, while the Sierra 2500/3500HD trucks and Terrain are average. Sierra 1500 owners also report major engine issues with the lifters, as well as paint & trim and in-car electronics.

The Compass is the only **Jeep** with average reliability. The Gladiator, Renegade, Wrangler, Grand Cherokee, and Grand Cherokee L are below average. Grand Cherokee owners reported problems in the areas of suspension, electrical accessories, drive system, in-car electronics, body hardware, and noises & leaks.

The **Rivian** R1T and R1S EVs both score below average. R1T owners told us about issues with the drive system, climate system, body hardware, and EV charging.

While **Chrysler's** Pacifica is average, the Pacifica Hybrid is subpar, with members telling us about problems with the electric/hybrid battery, electric charging, drive system, and in-car electronics.

We had insufficient data to create brand rankings for Alfa Romeo, Fiat, Jaguar, Land Rover, Lucid, Maserati, Mitsubishi, and Polestar.

PHOTO: TOYOTA, JEEP

MOST AND LEAST RELIABLE CARS

These cars, SUVs, and trucks achieved the highest—and lowest—scores in our reliability ratings among vehicles with multiple model years of data. Only the Toyota Corolla was on the most reliable list last year. Others, such as the Ford F-150 Hybrid and Jeep Wrangler, have the distinction of being on the least reliable vehicles list for the second year in a row.

10 MOST RELIABLE VEHICLES

RANK	MAKE & MODEL	RELIABILITY SCORE
1	**Toyota 4Runner ▲**	**87**
2	**✓ 🌿 Toyota Camry Hybrid**	**87**
3	**✓ Toyota Camry**	**86**
4	**✓ 🌿 Toyota RAV4 Prime**	**84**
5	**✓ BMW X5**	**82**
6	**✓ Subaru Forester**	**82**
7	**✓ Toyota RAV4**	**80**
8	**✓ Acura RDX**	**80**
9	**✓ Toyota Corolla**	**77**
10	**✓ Toyota Highlander Hybrid**	**75**

10 LEAST RELIABLE VEHICLES

RANK	MAKE & MODEL	RELIABILITY SCORE
10	**Jeep Wrangler ▲**	**27**
9	**Jeep Grand Cherokee**	**26**
8	**Volkswagen Jetta**	**25**
7	**Nissan Frontier**	**23**
6	**Jeep Grand Cherokee L**	**23**
5	**Rivian R1T**	**22**
4	**Volvo XC60 Plug-in Hybrid**	**21**
3	**Ford F-150 Hybrid**	**19**
2	**Volkswagen Taos**	**18**
1	**Chrysler Pacifica Hybrid**	**14**

HOW THEY STACK UP

The best way to narrow down purchase options is to target a reliable brand. A model from one of the top 10 brands in the chart gives you a head start in finding a reliable car. But research the reliability of any individual model before buying it. For example, while Toyota is the second-most reliable brand in our survey, the Tundra pickup truck is one of the less reliable vehicles in this year's results.

RANK	BRAND	RELIABILITY SCORE 0 50 100
1	**LEXUS**	**79**
2	**TOYOTA**	**76**
3	**MINI**	**71**
4	**ACURA**	**70**
5	**HONDA**	**70**
6	**SUBARU**	**69**
7	**MAZDA**	**67**
8	**PORSCHE**	**66**
9	**BMW**	**64**
10	**KIA**	**61**
11	**HYUNDAI**	**56**
12	**BUICK**	**55**
13	**INFINITI**	**53**
14	**TESLA**	**48**
15	**RAM**	**46**
16	**CADILLAC**	**45**
17	**NISSAN**	**45**
18	**GENESIS**	**44**
19	**AUDI**	**43**
20	**CHEVROLET**	**43**
21	**DODGE**	**42**
22	**FORD**	**40**
23	**LINCOLN**	**38**
24	**GMC**	**36**
25	**VOLVO**	**28**
26	**JEEP**	**26**
27	**VOLKSWAGEN**	**26**
28	**RIVIAN**	**24**
29	**MERCEDES-BENZ**	**23**
30	**CHRYSLER**	**18**

🟥 🟧 🟨 🟩 🟩
WORSE ⟷ BETTER

✓ **CR** RECOMMENDED

🌿 **CR** GREEN CHOICE

RELIABILITY PREDICTIONS

EVERY YEAR CR asks members about problems they've had with their vehicles in up to 20 areas over the previous 12 months. We use their responses to calculate reliability ratings for major mainstream models. We statistically adjust for mileage as well as other factors. Our predictions for 2024 models are based on the overall reliability of each for the past three years and, in some cases, supplemented with

SUBCOMPACT SUV

Subaru Crosstrek	99
Honda HR-V	85
Toyota Corolla Cross	71
Mazda CX-30	66
Kia Seltos	51
Chevrolet Trailblazer	50
Jeep Renegade	33
Volkswagen Taos	18

COMPACT SUVs

Toyota RAV4 Prime	84
Kia Sportage Plug-in Hybrid	83
Subaru Forester	82
Toyota RAV4	80
Honda CR-V	78
Hyundai Tucson	69
Mazda CX-50	69
Toyota RAV4 Hybrid	66
Mazda CX-5	65
Kia Sportage	60
Chevrolet Equinox	56
GMC Terrain	56
Kia Sportage Hybrid	56
Honda CR-V Hybrid	54
Hyundai Tucson Hybrid	53
Hyundai Tucson Plug-in Hybrid	48
Jeep Compass	45
Nissan Rogue	44
Ford Escape Plug-in Hybrid	43
Ford Escape Hybrid	43
Ford Escape	38
Volkswagen Tiguan	34
Ford Bronco Sport	32

MIDSIZED 2-ROW SUVs

Toyota 4Runner	87
Toyota Venza	72
Ford Edge	68
Subaru Outback	50
Nissan Murano	50
Honda Passport	48
Ford Bronco	37
Chevrolet Blazer	33
Volkswagen Atlas Cross Sport	28
Jeep Wrangler	27
Jeep Grand Cherokee	26

MIDSIZED 3-ROW/ LARGE SUVs

Toyota Highlander Hybrid	75
Hyundai Palisade	73
Toyota Highlander	69
Kia Sorento Hybrid	54
Kia Telluride	54
Honda Pilot	50
Dodge Durango	49
Subaru Ascent	49
Kia Sorento	47
Ford Expedition	43
Ford Explorer	35
Nissan Pathfinder	32
Volkswagen Atlas	32
GMC Yukon	30
GMC Yukon XL	30
Chevrolet Tahoe	29
Chevrolet Suburban	27
Jeep Grand Cherokee L	23

LUXURY COMPACT SUVs

Lexus UX	83
Acura RDX	80
Lexus NX Hybrid	73
BMW X3	73
Porsche Macan	63
Mini Cooper Countryman	63
BMW X1	55
Lexus NX	49
Infiniti QX50	49
Buick Encore GX	47
Buick Envision	47
Volvo XC40	46
Audi Q3	46
Lincoln Corsair	45
Cadillac XT4	42
Audi Q5	42
Audi Q5 Plug-in Hybrid	38
Genesis GV70	33
Volvo XC60	33
Mercedes-Benz GLA	24
Mercedes-Benz GLB	23
Volvo XC60 Plug-in Hybrid	21

LUXURY MIDSIZED SUVs

BMW X5	82
Lexus RX Hybrid	69
Lexus RX	68
Porsche Cayenne	67
Cadillac XT5	59
BMW X5 Plug-in Hybrid	53
Audi Q8	44
Mercedes-Benz GLE	36
Genesis GV80	35

LUXURY MIDSIZED 3-ROW/LARGE SUVs

Buick Enclave	55
Acura MDX	51
Audi Q7	49
Cadillac XT6	48
BMW X7	47
Infiniti QX60	42
Cadillac Escalade	41
Volvo XC90	39
Lincoln Aviator	35

ELECTRIC SUVs

Nissan Ariya	62
BMW iX	59
Kia EV6	48
Audi Q4 E-Tron	48
Subaru Solterra	47
Toyota bZ4X	47
Genesis GV60	46
Ford Mustang Mach-E	45
Audi Q8 E-Tron	41
Tesla Model Y	41
Hyundai Ioniq 5	33
Volkswagen ID.4	29
Tesla Model X	27
Rivian R1S	23

ELECTRIC CARS

Hyundai Ioniq 6	70
BMW i4	60
Kia Niro EV	51
Tesla Model 3	47
Nissan Leaf	46
Lucid Air	31
Tesla Model S	30
Mercedes-Benz EQS	20

ELECTRIC PICKUPS

Ford F-150 Lightning	39
Rivian R1T	22

COMPACT CARS

Toyota Prius	84
Toyota Corolla Hatchback	79
Toyota Corolla	77

the brand reliability score. Predictions for some new, redesigned, or models with insufficient sample size are based on brand history and other factors, and are not shown. Only one or two years of data are used if the model was new or redesigned in 2023 or 2022. Scores are on a scale of 0 to 100. A score of 41 to 60 is considered average. For more information, go to **CR.org/reliability** and read our Reliability FAQ.

Kia Niro Plug-in Hybrid	76
Mazda3	72
Kia Forte	67
Toyota Corolla Hybrid	67
Kia Niro	65
Toyota Prius Prime	62
Hyundai Elantra	61
Hyundai Venue	60
Honda Civic	60
Kia Soul	57
Hyundai Elantra Hybrid	54
Nissan Kicks	54
Nissan Sentra	42
Volkswagen Jetta	25

MIDSIZED/LARGE CARS

Toyota Camry Hybrid	87
Toyota Camry	86
Honda Accord Hybrid	66
Kia K5	62
Honda Accord	58
Toyota Crown	53
Nissan Altima	51
Hyundai Sonata	48
Subaru Legacy	47

LUXURY COMPACT CARS

Acura TLX	70
Volvo S60/V60	60
BMW 3 Series	59
Audi A3	55
Infiniti Q50	54
Acura Integra	47
Genesis G70	45
Cadillac CT5	45
Audi A4/Allroad	42
Mercedes-Benz C-Class	19

LUXURY MIDSIZED/ LARGE CARS

Lexus ES	75
Lexus ES Hybrid	73
Audi A6	46
Genesis G80	44

SPORTS/SPORTY CARS

Subaru WRX	78
Toyota GR86	76
Subaru BRZ	76
Mazda MX-5 Miata	73
Mini Cooper	70
BMW 4 Series	63
Audi A5	62
BMW 2 Series	61
Chevrolet Corvette	43
Volkswagen GTI	29

MINIVANS

Kia Carnival	68
Toyota Sienna	52
Honda Odyssey	51
Chrysler Pacifica	43
Chrysler Pacifica Hybrid	14

SMALL PICKUPS

Ford Maverick	71
Ford Maverick Hybrid	60
Hyundai Santa Cruz	56

MIDSIZED PICKUPS

Honda Ridgeline	57
Jeep Gladiator	40
Chevrolet Colorado	32
GMC Canyon	32
Nissan Frontier	23

FULL-SIZED PICKUPS

Chevrolet Silverado 2500HD	51
GMC Sierra 2500HD	51
Ram 1500	49
GMC Sierra 3500HD	44
Ram 2500	43
Ram 3500	42
Chevrolet Silverado 3500HD	42
Ford F-150	35
Toyota Tundra	30
Chevrolet Silverado 1500	29
GMC Sierra 1500	29
Ford F-150 Hybrid	19

WORSE BETTER

✓ CR RECOMMENDED

WHO'S UP WHO'S DOWN

THE RELIABILITY OF A specific model can move up and down the list year to year. Automakers can see vehicle reliability worsen as they ramp up production, while mid-cycle fixes result in later versions becoming trouble-free. This list highlights the newly recommended models and those that lost CR's coveted check mark. For more details go to CR.org/reliability.

✓ NEWLY RECOMMENDED

Models with improved reliability

Audi Q4 E-Tron
Audi Q8 E-Tron
Cadillac CT4
Cadillac CT5
Cadillac XT6
Chrysler Pacifica
Ford Mustang Mach-E
Hyundai Elantra
Hyundai Santa Cruz
Infiniti QX60
Kia Sorento
Nissan Sentra
Porsche Taycan
Subaru WRX
Tesla Model Y

NO LONGER RECOMMENDED

Models with declining reliability

Chevrolet Blazer
Genesis GV70
Hyundai Ioniq 5
Volkswagen Atlas
Volkswagen Atlas Cross Sport
Volkswagen Jetta

Find Long-Lasting Tires at a Great Price

From all-season to all-terrain, we tell you which tires are best for your ride and your budget

It's hard to overstate how important tires are to safe driving. After all, the contact patch, which is what the part of the tire that touches the road is called, is about the size of an adult's hand. That's all that is connecting the car to the surface you are driving on.

That's why so many consumers in colder climates take the time, make the effort, and spend the money to switch to winter/snow tires to ensure that their vehicles have the best grip possible.

With the inconvenience of swapping tires in mind, some manufacturers have introduced all-weather models designed to perform well in winter conditions and year-round. Some cost more than the average price of the all-season tires they typically replace, but buyers come out ahead by avoiding the cost and hassle of seasonal tire changes.

"The best all-weather tires provide year-round traction that truly combines all-season and winter/snow performance," says Ryan Pszczolkowski, Consumer Reports' tire program manager. "Despite the added cost, they typically represent a good value."

These do-it-all tires offer unique tread designs and enhanced rubber compounds that increase traction in a broad range of temperatures.

They're different from typical all-season tires mainly because they provide better traction in the snow, as denoted by the same mountain/snowflake symbol on the sidewall that appears on dedicated winter/snow tires.

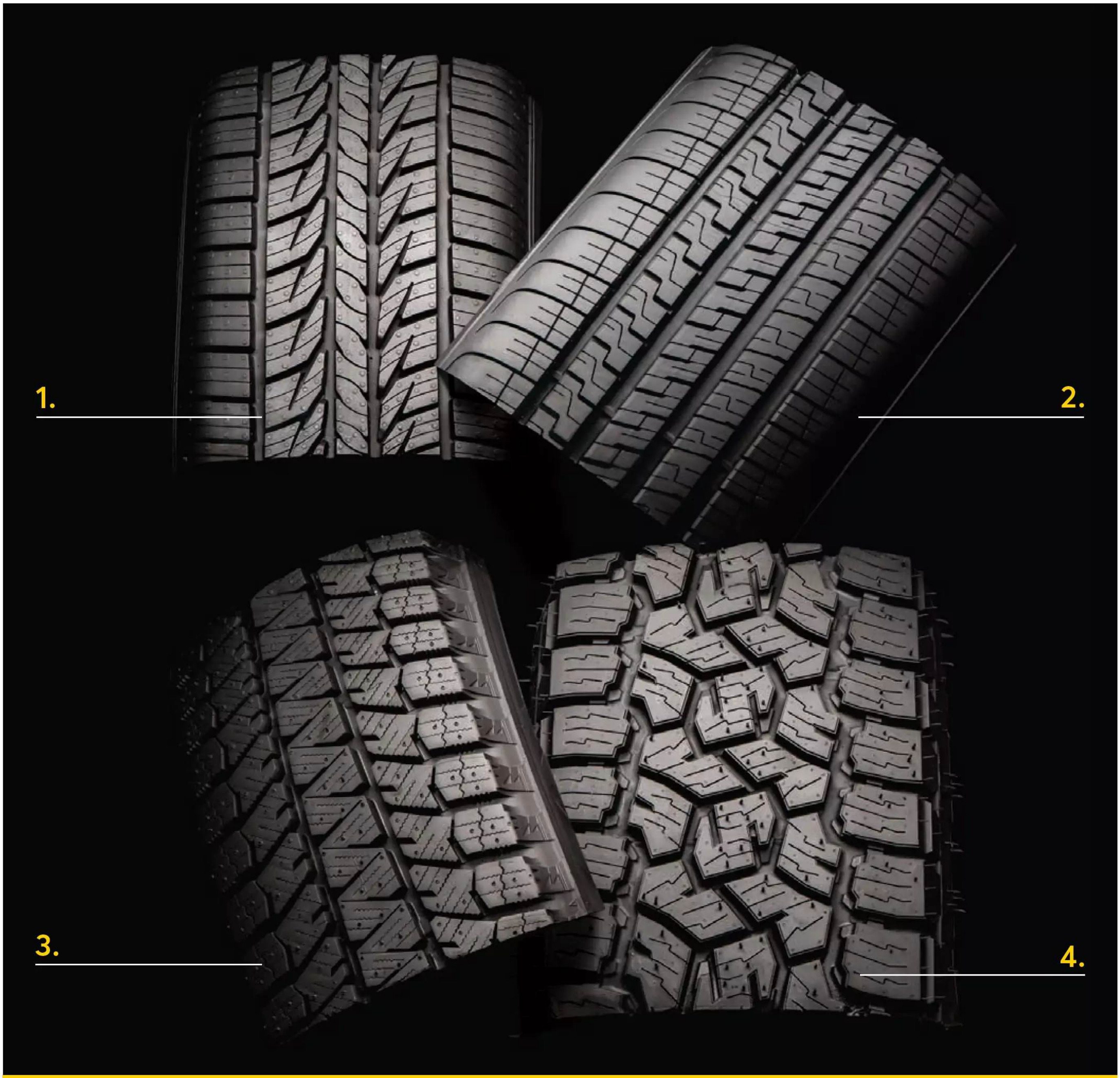
Money-Saving Tips

Buying replacement tires can be an expensive, confusing experience. You could easily spend $800 or more by the time you add up the cost of four tires plus additional charges for mounting and balancing. And the numerous brands, various categories, and wide range of prices can lead some consumers to rely on a salesperson's recommendation, which isn't always the best way to get a great tire for a great price.

"There are many performance and price factors to consider when shopping for a replacement tire," Pszczolkowski says.

The cost for the replacement tires depends heavily on what type of vehicle they're for. A recent member survey CR conducted found that respondents paid an estimated price of $194 per tire. At $36, car dealerships charged the most for installation per tire, and at $16, Walmart charged the least.

- **Buy a full set.** In a past CR survey, more than three-quarters of our members said they bought a full set of tires rather than just one or two. Replacing all of the tires at the same time ensures an even grip on all four corners of the car and may also entitle you to a manufacturer rebate. Discounts are often about $100 off per set, and they can be found by going to a tire company's website.
- **Look for perks.** This is how many tire retailers distinguish themselves. About 80 percent of CR members reported that they received at least one perk when buying tires or having them installed. The most common ones reported were tire balancing, tire rotation, and tire mounting at no charge. Tire rotation may be the best one because it needs to be done about every 5,000 to 7,500 miles and costs about $50 each time.
- **Haggling can work.** Among those who tried negotiating tire prices, 64 percent said they were successful at getting a deal, with a median savings of $100 per set of four tires.
- **Don't wait.** Plan your tire purchase at least a month out, when the tread depth is still $\frac{4}{32}$ inch. This will give you time to find and buy the right tires for your needs and wait for a sale or rebate.



Four Tires Types

1. ALL-SEASON

A general-purpose tire and the most common type for cars and SUVs.

PROS Good all-around performance, low cost, long tread life.

CONS They may lack the traction of more specialized tire types.

2. ULTRA-HIGH-PERFORMANCE ALL-SEASON

Convenient for year-round use on sporty cars and SUVs.

PROS Excellent braking and handling.

CONS Pricey, limited treadwear, compromised winter grip.

3. WINTER/SNOW

These provide optimum grip in winter weather.

PROS Great braking and traction on ice and snow.

CONS Need to change seasonally, rapid wear, relatively long wet and dry braking distances.

4. ALL-TERRAIN

Built for on- and off-pavement adventures.

PROS Designed to look and be tough; good at clawing through dirt, rocks, and snow.

CONS Can be noisy, long braking distances.

PHOTO: JOHN POWERS/CONSUMER REPORTS

SLIPPERY WHEN WET
CR's expert drivers evaluate tires for wet handling at our Auto Test Center.

KEEP YOUR TIRES IN TIP-TOP SHAPE

Longer-lasting tires make safety checks more critical than ever. Many tires can last 50,000 miles or more before they wear out, although heat, potholes, and underinflation can weaken them.

- **Check the air pressure each month when the tires are cold.** If they need air, inflate them to the air pressure listed on the placard on the doorjamb or in the owner's manual. Don't use the pressure indicated on the sidewall; that's the maximum amount the tire can hold.
- **Look for cracks, cuts, or bulges in the sidewall or tread.** If found, replace those tires as soon as possible.
- **Check for uneven treadwear,** which typically denotes poor wheel alignment, over or underinflation, and/or worn suspension components. If found, have the tires and suspension checked by a repair shop.
- **Stay within the vehicle's weight capacity** listed on the doorjamb placard. Overloading will overheat the tires, increasing the chance of a failure.
- **Measure tread depth with a quarter.** If the top of George Washington's head is just visible when the coin is placed upside down in a tread groove, the tread has about a $^4/_{32}$-inch depth. You'll still have some all-weather grip, but plan to replace the tires soon.

Best Tire-Buying Strategies

When you're buying a new or used car, it's important to consider what type of tires come with it—and their expected performance.

- **Make sure your car comes with the right type of tire for your needs.** For example, some vehicles sold in the snow belt may come with summer tires, but there may be a more practical all-season tire option. Such tires will be marked with "M+S," which indicates that they have a tread designed to handle mud and snow. For harsh winter weather, consider tires that have a mountain and snowflake symbol on the sidewall, which means they meet an industry standard for snow traction.
- **Tires that are part of a luxury or sports package may be higher-performance ones.** These are usually more expensive to replace and can wear out faster. Tires on large wheels with short sidewalls can also be expensive to replace and give a firm ride. Plus, both the tires and wheels can be more prone to damage.
- **Research the full cost of replacing tires.** It can take nothing more than a few clicks to research, order, and pay for new tires. But a low online price may not include shipping, and you'll still have to pay to mount and balance the new tires, and dispose of your old ones. Make sure to factor that in when comparing online prices with a local tire retailer—who may include those services.

For more help with choosing the best tire for your needs, use our exclusive Tire Selector at **CR.org/tires**.

Ratings › **Top Tires** This is where the rubber meets the road, from all-season to ultra-high-performance tires.

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (Miles)
	ALL-SEASON TIRES												
✓	**Michelin** Defender T+H	67	$179	↑	○	↑	↑	↑	○	○	↑	○	85,000
✓	**General** Altimax RT43	66	$129	↑	○	↑	↑	↑	↑	○	↑	○	70,000
	Continental TrueContact Tour	63	$139	↑	○	↑	↑	↑	○	○	↑	↓	70,000
	Hankook Kinergy PT	63	$123	↑	↓	↑	↑	↑	○	○	↑	↑	85,000
	BFGoodrich Advantage Control All Season	62	$126	↑	↑	↑	⇈	↑	○	↑	↑	↓	55,000
	Firestone All Season	61	$104	↑	○	○	↑	↑	○	○	↑	⇈	65,000
	Toyo Extensa A/S II	58	$119	↑	○	○	↑	○	↓	○	↑	↑	65,000
	Firestone WeatherGrip [1]	58	$134	○	↓	○	↑	⇈	↑	○	○	○	55,000
	PERFORMANCE ALL-SEASON												
✓	**Michelin** CrossClimate2 [1]	74	$179	↑	↑	↑	⇈	⇈	○	↑	↑	↓	85,000
✓	**Continental** PureContact LS	67	$142	↑	↑	⇈	↑	↑	○	○	↑	○	75,000
✓	**Hankook** Kinergy 4S2 [1]	67	$129	↑	○	↑	↑	⇈	↑	○	↓	↑	55,000
✓	**General** Altimax 365 AW [1]	66	$115	○	○	↑	↑	⇈	⇈	○	⇈	↑	60,000
✓	**Vredestein** Quatrac Pro [1]	66	$138	↑	↑	↑	↑	↑	○	○	↑	○	65,000
	Nokian One	65	$123	↑	○	↑	↑	⇈	○	○	↑	○	65,000
	Goodyear Assurance WeatherReady [1]	65	$170	○	○	↑	↑	⇈	○	○	↑	○	70,000
	Nexen N5000 Platinum	63	$116	↑	○	○	↑	⇈	○	↑	↑	↑	55,000
	Pirelli Cinturato P7 All Season Plus II	63	$130	↑	○	↑	↑	↑	↓	○	⇈	↑	60,000
	Yokohama Avid Ascend LX	62	$144	↑	○	↑	↑	↑	↓	↑	↑	○	70,000
	Yokohama Avid Ascend GT	60	$144	↑	○	↑	↑	↑	↓	○	○	○	65,000
	Uniroyal Tiger Paw Touring A/S	59	$117	↑	○	○	↑	↑	○	↑	↑	⇊	55,000
	Nokian WR G4 [1]	57	$139	↑	↓	○	↑	⇈	○	↑	↑	○	50,000
	Firestone Firehawk AS	57	$113	↑	○	↑	↑	↓	↓	○	↑	↓	55,000
	Atlas Force HP	56	$62	↑	○	↑	↑	○	⇊	○	↑	○	65,000
	Sumitomo HTR Enhance LX2	56	$112	↑	○	○	↑	○	↓	○	↑	○	60,000
	ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES												
✓	**Michelin** Pilot Sport All Season 4	73	$189	⇈	↑	↑	⇈	↑	○	↓	⇈	⇊	60,000
✓	**BFGoodrich** g-Force Comp-2 A/S plus	73	$159	⇈	↑	⇈	↑	↑	↑	↓	↑	↓	60,000
✓	**Vredestein** Hypertrac All Season	70	$146	↑	○	↑	⇈	↑	↑	○	↑	↓	60,000
✓	**Continental** ExtremeContact DWS06 plus	70	$158	⇈	↑	↑	⇈	↑	↑	○	○	⇊	60,000
	Yokohama Advan Sport A/S+	67	$131	⇈	○	○	↑	○	↑	○	↑	↓	65,000
	General G-Max AS05	65	$149	↑	○	↑	↑	○	↑	↓	↑	↓	55,000

[1] All-weather tires, which provide increased snow traction compared with all-season tires.

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (Miles)
	ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES *Continued*												
	Goodyear Eagle Exhilarate	65	$183	↑	↑	↑	⇈	↑	❙	↓	↑	⇊	40,000
	Kumho Ecsta PA51	63	$140	↑	❙	↑	⇈	❙	❙	↓	↑	⇊	50,000
	Bridgestone Potenza RE980 Plus	63	$170	↑	❙	↑	⇈	↑	❙	↓	↑	⇊	55,000
	Cooper Zeon RS3-G1	63	$144	↑	❙	↑	⇈	❙	❙	↓	↑	↓	55,000
	Toyo Proxes Sport A/S	60	$159	↑	❙	↑	⇈	❙	❙	↓	↑	↓	45,000
	Hankook Ventus S1 Noble 2	59	$149	↑	❙	❙	⇈	❙	❙	❙	❙	↓	45,000
	Toyo Celsius Sport	58	$189	❙	❙	❙	⇈	↑	↑	↓	❙	↓	50,000
	PERFORMANCE WINTER/SNOW TIRES												
✓	**Bridgestone** Blizzak LM005	75	$278	↑	❙	❙	⇈	⇈	⇈	❙	↑	❙	NA
✓	**Hankook** Winter I*cept Evo3	75	$203	❙	❙	❙	⇈	⇈	⇈	❙	↑	↓	NA
✓	**Vredestein** Wintrac Pro	74	$180	❙	❙	↑	⇈	⇈	⇈	↑	↑	↓	NA
✓	**Michelin** Pilot Alpin PA4	74	$229	❙	❙	↑	⇈	⇈	⇈	↑	↑	↓	NA
	Falken Eurowinter HS01	71	$139	↑	❙	❙	⇈	⇈	⇈	❙	❙	↓	NA
	Nexen Winguard Sport 2	70	$137	❙	❙	❙	⇈	⇈	⇈	❙	❙	↓	NA
	WINTER/SNOW TIRES												
✓	**Bridgestone** Blizzak WS90	73	$131	↑	↓	❙	↑	⇈	⇈	↑	❙	❙	NA
✓	**Michelin** X-Ice Snow	73	$177	❙	↓	↓	❙	⇈	⇈	❙	↑	↑	NA
✓	**Continental** VikingContact 7	70	$139	❙	↓	↓	↑	⇈	⇈	↑	↑	↑	NA
✓	**Hankook** Winter I*cept IZ2	69	$113	❙	↓	❙	❙	⇈	↑	↑	❙	⇈	NA
✓	**Goodyear** WinterCommand Ultra	69	$140	❙	↓	↓	↑	⇈	⇈	↑	↑	❙	NA
✓	**General** Altimax Arctic 12	68	$122	❙	↓	↓	↑	⇈	⇈	❙	↑	❙	NA
	Nokian Nordman 7	64	$130	❙	⇊	↓	↑	⇈	⇈	❙	↓	❙	NA
	Nokian Hakkapeliitta R3	64	$177	❙	↓	↓	❙	⇈	↑	↑	↓	↑	NA
	Toyo Observe GSi-6 HP (H)	64	$113	❙	↓	↓	↑	⇈	↑	❙	↑	❙	NA
	Yokohama iceGuard iG53	63	$137	❙	⇊	↓	❙	⇈	↑	↑	❙	⇈	NA
	Nexen Winguard Ice Plus	62	$108	❙	↓	↓	↑	⇈	❙	↑	❙	❙	NA
	Falken Winterpeak F-Ice 1	62	$112	❙	↓	↓	⇈	⇈	↑	❙	❙	❙	NA
	Pirelli Winter Sottozero 3	60	$130	↑	❙	↑	⇈	⇈	↓	❙	↓	❙	NA
	Uniroyal Tiger Paw Ice & Snow 3	59	$119	❙	↓	↓	⇈	⇈	❙	❙	❙	❙	NA
	ALL-SEASON TRUCK TIRES												
✓	**Continental** TerrainContact H/T	67	$194	↑	❙	↑	❙	⇈	↑	❙	⇈	❙	70,000
✓	**General** Grabber HTS60	63	$201	↑	❙	❙	↑	↑	↑	❙	↑	↑	55,000

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (Miles)
	ALL-SEASON TRUCK TIRES *Continued*												
✓	**Vredestein** Pinza HT	61	$181	↑	!	!	↑	↑	↑	↑	↑	!	55,000
✓	**Firestone** Destination LE3	59	$209	↑	!	!	↑	↑	!	↑	⇈	↑	60,000
	Hankook Dynapro HT	57	$195	↑	↓	!	↑	↑	↑	!	⇈	↑	65,000
	Falken Wildpeak H/T HT02	56	$219	↑	!	!	↑	!	!	↓	↑	!	45,000
	Nexen Roadian HTX2	56	$199	↑	↓	↑	↑	⇈	!	↓	!	↑	60,000
	Kumho Crugen HT51	56	$185	↑	↓	!	!	↑	!	!	↑	↑	60,000
	Goodyear Wrangler Steadfast HT	56	$213	↑	!	!	↑	!	↓	!	!	↓	55,000
	Maxxis RAZR HT	56	$189	↑	↓	!	!	↑	↑	!	⇈	↑	60,000
	ALL-TERRAIN TRUCK TIRES												
✓	**Continental** TerrainContact A/T	64	$269	↑	!	!	↑	↑	!	!	⇈	!	65,000
✓	**Michelin** LTX A/T2	62	$277	!	↓	!	⇈	↑	!	!	↓	↑	80,000
✓	**Vredestein** Pinza AT	59	$179	↑	↓	!	↑	⇈	↑	!	!	↑	60,000
✓	**Goodyear** Wrangler All-Terrain Adventure	56	$232	↑	!	!	!	↑	↑	↓	!	!	50,000
✓	**Bridgestone** Dueler A/T Revo 3	56	$249	↑	↓	!	↑	↑	↓	!	!	↑	50,000
	Nexen Roadian ATX	55	$208	↑	↓	!	⇈	↑	!	!	!	↑	55,000
	Hankook Dynapro AT2 Xtreme	55	$211	↑	↓	!	↑	↑	↑	↓	!	↑	70,000
	Firestone Destination A/T2	55	$232	↑	↓	!	↑	↑	!	↓	!	⇈	60,000
	Toyo Open Country A/T III	55	$248	↑	↓	!	↑	↑	!	↓	!	!	65,000
	Kumho Road Venture AT52	54	$189	↑	↓	!	↑	↑	↑	⇊	!	↑	60,000
	Nokian Outpost AT	54	$227	↑	↓	!	↑	↑	↑	↓	!	!	50,000
	WINTER/SNOW TRUCK TIRES												
✓	**Nokian** Hakkapeliitta R5 SUV	75	$246	!	↓	!	!	⇈	⇈	!	!	⇈	NA
✓	**GT Radial** IcePro SUV3	71	$155	↑	!	!	!	⇈	⇈	!	!	⇈	NA
✓	**Bridgestone** Blizzak DM-V2	68	$194	!	⇊	↓	!	⇈	⇈	↑	!	↑	NA
✓	**Nexen** Winguard Winspike3	65	$169	↑	↓	↓	!	⇈	⇈	!	↓	↑	NA
✓	**General** Grabber Arctic	65	$185	!	⇊	↓	↑	⇈	↑	!	↑	↑	NA
	Arctic Claw WXI	62	$157	!	⇊	↓	↑	⇈	↑	!	↓	!	NA
	Falken Espia EPZ II SUV	60	$191	↓	⇊	⇊	!	⇈	⇈	!	↑	↑	NA
	Firestone Winterforce 2 UV	60	$164	!	⇊	↓	⇈	⇈	↑	!	!	↑	NA

HOW WE TEST: **Overall Score** is based on about a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for many tires. **Braking** tests on ice are from 10 mph; on dry and wet pavement, from 60 to 0 mph. **Handling** combines how well a tire performed in the wet-handling test, steering feel, and an emergency handling maneuver. **Hydroplaning** denotes a tire's ability to resist skimming along the surface of standing water. **Snow traction** tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on moderately packed snow. **Ride** and **noise** are evaluated subjectively on rough and smooth roads. **Rolling resistance**, as measured by a dynamometer, is a factor in fuel economy. **Treadwear** is projected from a 16,000-mile vehicle test run on public roads in Texas for many tires. **Price** is what we paid for the tire in our test size at the time of test.

Stop Paying Too Much for a Car Loan

Expert tips for getting the best interest rate on your next new- or used-car loan

Even though the days of zero percent financing are mostly gone, there are still ways that you can get a lower interest rate. Consumer Reports consulted experts for advice on how to save money on your next loan. Read on to see what they recommend you do.

REVIEW YOUR CREDIT REPORT & CREDIT SCORE

Typically, a higher credit score means you'll get a lower interest rate. The opposite is true for those with lower credit scores. That's because a good score, which is based on a history of paying bills and debts, indicates to lenders that you're more likely to make loan payments on time. But a recent Consumer Reports study found that even people with good credit scores can sometimes pay too much for auto loans.

Check your credit report and credit score a few months before you start shopping for a car so that you know where you stand when looking for a

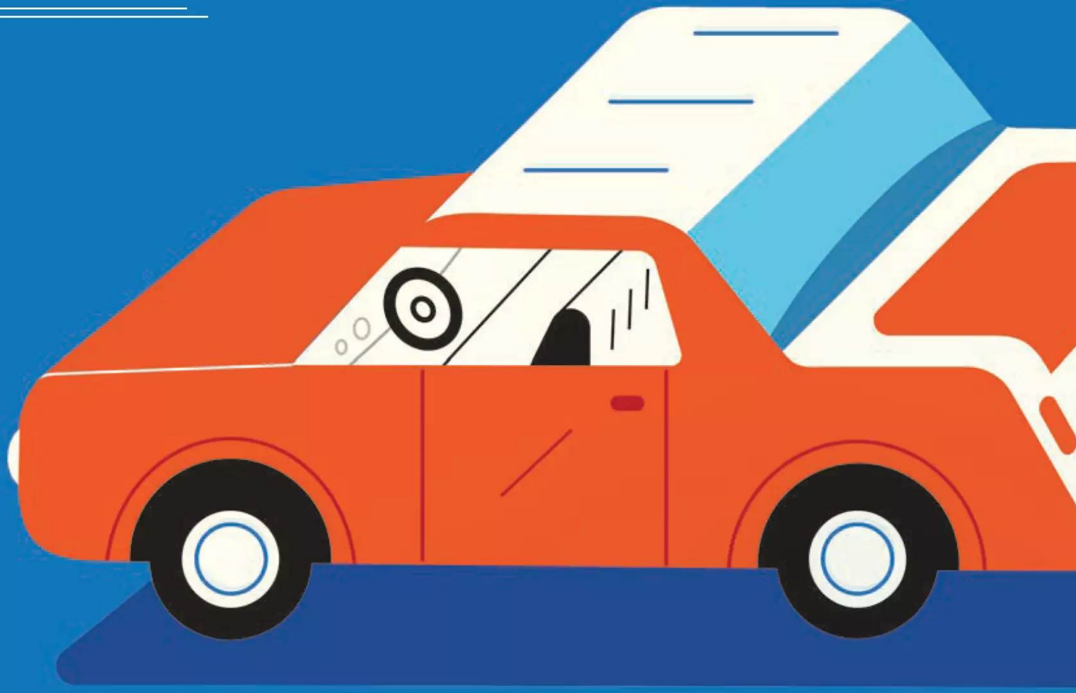


ILLUSTRATION BY HARRY CAMPBELL

loan, says Melinda Zabritski, senior director of automotive financial solutions at Experian, the credit reporting agency. To check your credit score, find out whether your bank or credit card offers a free version. And to get a free credit report, which includes the financial information your score is based on, go to annualcreditreport.com.

Improve Your Score
This is especially important if you've had credit problems in the past. Sometimes improving a low score is as simple as correcting mistakes or discrepancies in your credit report. Most corrections and disputes are completed in 10 to 14 days, Zabritski says, and credit reporting agencies generally must complete their investigations within 30 days, so do this before you start shopping for a vehicle. Paying down existing debt and late bills can also give you a last-minute bump. As always, pay bills for credit cards, utilities, and other goods promptly to avoid late fees and further damage to your credit score.

SET A BUDGET AND STICK TO IT

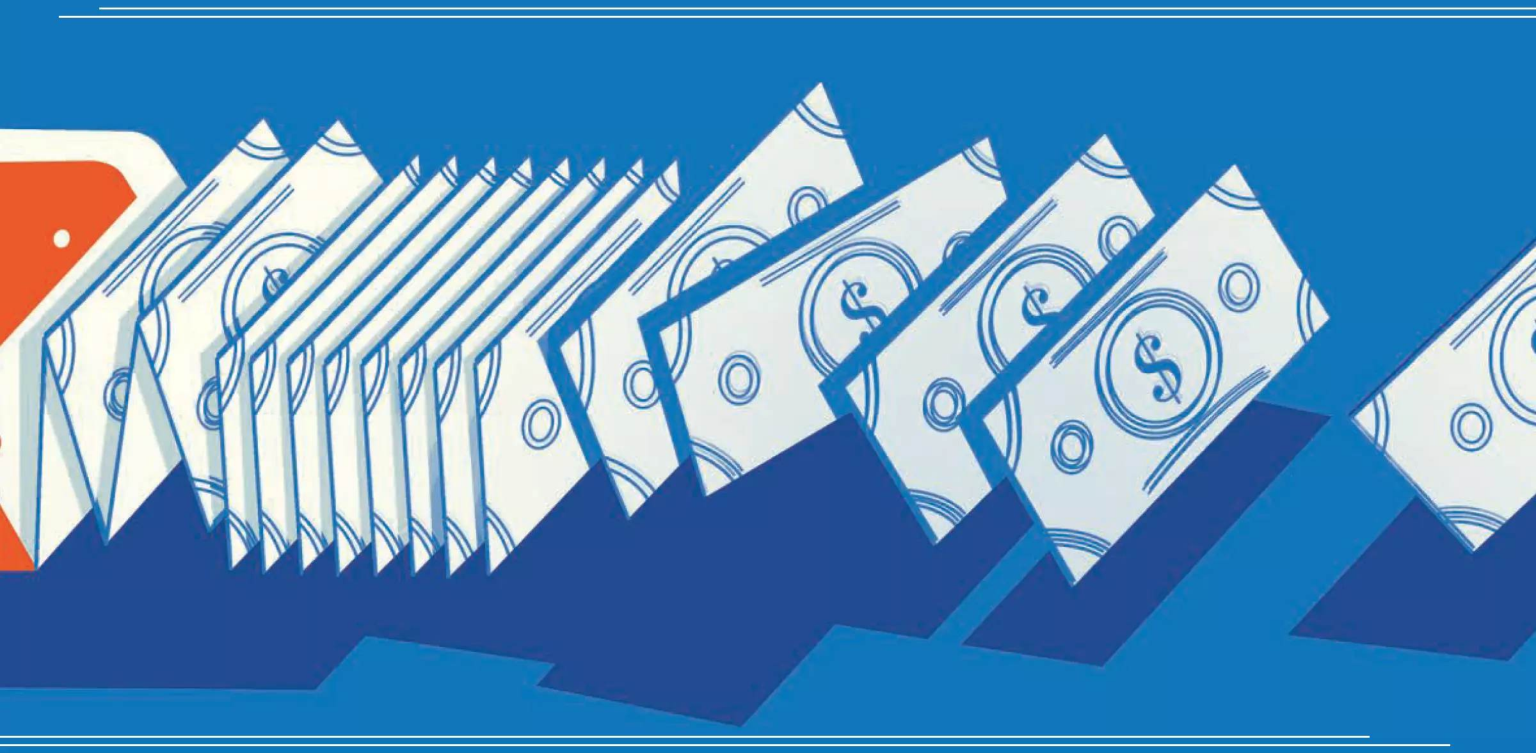
As the staffers who buy CR's test cars know, car dealers can be masters of the upsell. Consider your needs today and how they may evolve over the ownership period. Resist the urge to indulge in extras—or buy a bigger or fancier vehicle than you need—because you're likely to be paying on that depreciating asset for years to come through a loan, car insurance, and potential local vehicle taxes.

DON'T FOCUS ON JUST THE MONTHLY COST

Dealers often try to sell you on a car by emphasizing what you will have to pay each month. While that may matter for household budgeting purposes, don't extend the loan over a longer period of time because that will increase its overall cost. Another downside to a long-term loan is that it increases the chance that you will end up "underwater" or "upside down" on your loan, which is when you owe more on the car than what it's worth. Of course, a monthly cost that you can handle is important, too, so consider both factors when choosing a loan. We advise that consumers try to keep loans to 60 months and avoid any that are longer than 72 months.

IF YOUR CREDIT ISN'T GREAT, CHECK CARMAKERS FOR SPECIAL DEALS

Sometimes automakers or their dealers will offer special financing for subprime borrowers, although it's usually focused on entry-level models. Alain Nana-Sinkam, co-founder of ReMarkit Automotive, points out that while buying a used car will likely decrease the amount of your loan, some subprime lenders may favor new-car loans because the cars have robust warranties, making it less likely that mechanical



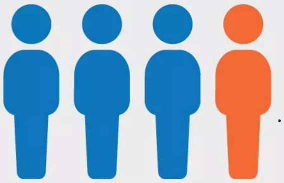
problems will make it more difficult for the borrower to pay on time. Chuck Bell, programs director for advocacy at Consumer Reports, says that subprime borrowers, like anyone else, should shop around. “Oftentimes, the best rate is going to come from a credit union, bank, or third-party lender, rather than from dealer-based financing,” he says. “Know what the prevailing interest rates are for borrowers in your credit score range, and seek multiple offers before heading to the dealership.”

MAKE THE BIGGEST DOWN PAYMENT YOU CAN

That shortens the time you’ll be paying interest on the loan, Nana-Sinkam says. Putting down more money upfront also means you’ll be paying interest on a smaller amount of money, costing you less overall. “With interest rates trending higher, CR recommends that buyers make a down payment of at least 15 percent when buying a vehicle, and 20 to 25 percent if you can afford it,” Bell says.

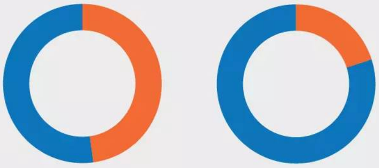
Get Preapproval From Your Bank

Before you set foot in a dealership—either physically or virtually—contact your bank or credit union and get preapproved for a loan. The dealer may be able to offer a better deal on financing, but having a loan secured ahead of time gives you a strong starting point for negotiations over financing. You can often find the latest rates on lenders web pages or on sites like bankrate.com.



1 IN 4
SPENT OVER 10% OF THEIR INCOME ON CAR LOANS
Experts say payments that high can be unaffordable

WHO’S SPENDING OVER 10% OF INCOME?



48% of borrowers with low credit scores **UNDER 620**

20% of borrowers with high credit scores **660 AND OVER**

SOURCE: CR analysis of 857,904 loans obtained through the SEC’s Electronic Data Gathering, Analysis, and Retrieval (EDGAR) system from 2019-2020.

CONSIDER BUYING A USED CAR

Used vehicles have become more expensive, but you can still save money by buying an older model. Although interest rates tend to be higher on loans for used cars, lowering the amount you’re borrowing can result in significant savings. But beware: Interest rates can be significantly higher at some used-car lots, especially so-called “buy here, pay here” dealerships, according to research from the Consumer Financial Protection Bureau.

REPORT BIASED PRACTICES

Black and Hispanic borrowers with the same creditworthiness as white ones face a 1.5 percentage point reduction in the approval rate for an auto loan, according to a 2021 study by researchers from Rice University and Southern Methodist University. The study also found that borrowers of color were slightly more likely to be denied a loan outright. If you suspect discrimination, file a complaint with the CFPB or the Federal Trade Commission.

HOW TO AVOID CAR-BUYING FEES

Purchasing a new car is stressful enough, so it helps to go into a showroom knowing which of the charges that show up on your bill are unavoidable, which can be negotiated, and which you can skip altogether.

And remember: You have the power to walk out and shop somewhere else.

Government charges can include state sales tax (usually calculated based on the difference between the price of the new car and, if you have one, the value of your trade-in) as well as the cost of establishing the title and registration in your name. Another unavoidable fee is the destination charge, or what the automaker charges for delivering the vehicle from the factory to the dealership. (It’s on in the official window sticker.)

But you can often avoid other fees or negotiate them down. And check the laws in your state: Some cap the fees that dealers can charge.

COSTS YOU SHOULD PAY

Documentation or Conveyance Charges

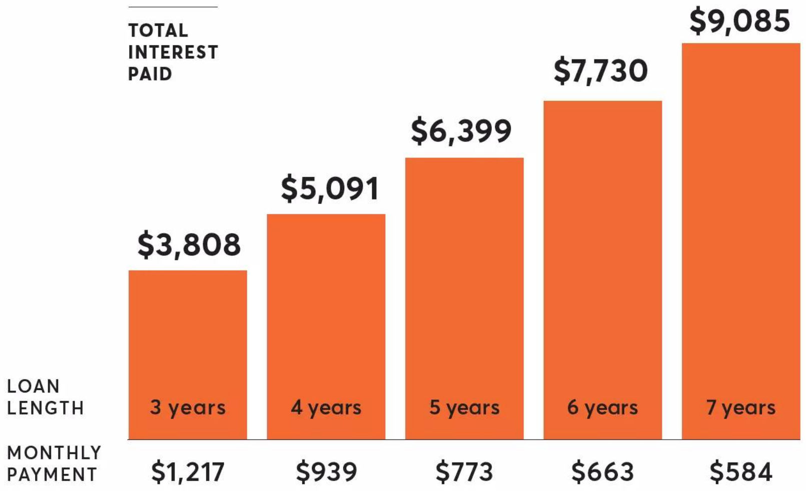
Though it’s reasonable for you to pay the cost of your title and registration (typically 1 to 3 percent of the vehicle’s cost), dealers often charge extra for processing these documents. **THE FIX** You might not be able to avoid this fee entirely, but you can try for a discount or ask for something in return, such as dealer-installed accessories like winter floor mats.

Registration Charges

You have to register your car in order to drive it, no matter where you live. While you can take care of registering your new vehicle on your own, it's more convenient to have the dealer take care of it for you. But this creates an opportunity for the dealer to pad the bill. **THE FIX** Before going to the dealer to finalize the deal, check the department of motor vehicles website for your state to find out the costs associated with registering a new car. Then have the salesperson or the business manager who is handling the paperwork itemize all the registration costs, and make sure they're the same as what you found online.

The dealer may add a fee for the convenience of doing this work for you, and you'll have to decide whether you want to contest it or if it's worth paying.

How Loan Length Affects Cost
$40,000 auto loan at 6%



Sales Tax

Most states require you to pay sales tax on your new vehicle. So unless you're in one of those few that don't charge it, you will have to pay up when buying. **THE FIX** In some states you can deduct the value of your trade-in vehicle from the purchase price, which will lower the tax you end up paying. Applying available rebates and incentives can also do this. Research in advance whether your state applies sales tax to the net (post-trade-in or post-incentives) or the gross cost (the negotiated price of the car).

FEES YOU SHOULD CONTEST

Advertising Fee

Dealers sometimes add an extra few hundred dollars to recoup the cost of national and regional advertising campaigns. **THE FIX** If the dealer says he will sell a car at the invoice price but you have to pay an advertising fee, just say no. The cost of advertising a car is baked into the sticker price.

Delivery and Preparation Fees

Dealers sometimes paste a second sticker on a car's window next to the official one, listing charges with names like "predelivery inspection," "dealer prep," "vehicle prep," and "vehicle procurement." **THE FIX** Contest them all. They're part of the mandatory destination charge—which, by the way, should also include a full tank of gas.

Market Adjustment Fee

This is a tough one to avoid if you're shopping for a hot seller because dealers may have little incentive to negotiate. **THE FIX** Still, it's not a mandatory charge—so it's worth asking for a discount, especially because the added cost is not just an upfront expense. Paying extra initially also typically means losing more as the car depreciates.

Loan Payment Fees

Many automakers offer loans directly to car buyers—and more than a quarter of the people in our April 2023 American Experiences Survey who got one of those loans said they were surprised by a fee connected to it. **THE FIX** Make sure you understand the payment terms before you go through an automaker's financing arm. Check with your own bank, too, which may offer a better deal and lower or no fees.

Unnecessary Add-Ons

Though not technically fees, dealers often try to upsell unnecessary services or features, including these:

- VIN etching: A local mechanic will charge you less for this anti-theft measure, which involves etching the vehicle identification number on the car's glass. Or buy a do-it-yourself kit for as little as $20.
- Extended warranty: A warranty that covers repairs after the manufacturer's warranty expires can provide peace of mind. But it can add thousands to the cost of the car. CR recommends buying a reliable vehicle and setting aside an emergency fund instead.
- Disability and life insurance: Some dealers offer these and similar policies with your auto loan to help you pay for the vehicle if you are injured or die early. But you can get cheaper coverage through your primary home, car, or life insurer.
- Rustproofing, paint sealing, or fabric protection: Today's cars are built to withstand corrosive weather and road conditions, so they don't need additional treatments, which can add hundreds to the cost of your car. Paint sealants are basically just wax that will wear off after a few months. And the interior protection is just expensive spray-on fabric protectant.

ON THE ROAD

WHAT WE'RE TESTING AT OUR TRACK, BEST CARS UNDER $30,000, TOP-RATED SUVs UNDER $35,000

What We're Testing at Our Track

We look at the all-new Toyota Grand Highlander and Buick Envista SUVs, the redesigned Ford Mustang, and plug-in hybrid SUVs from both Jeep and Volvo.

Toyota

GRAND HIGHLANDER

The new, larger three-row SUV is well positioned to face competitors.

What We Bought

MODEL 4WD XLE

PRICE $49,457

ENGINE 265-hp, 2.4-liter turbo four-cylinder

TRANSMISSION 8-speed automatic

DRIVE WHEELS All

TOYOTA IS EXPANDING its model line to address the insatiable demand for all things SUV. The Grand Highlander is positioned to stave off competitors in the midsized three-row SUV class that are roomier and more feature-laden than the regular Highlander.

The Grand Highlander is 6 inches longer than its sibling, improving interior space, access for passengers, and room for cargo over its long-running sibling, with which it shares a turbocharged four-cylinder. Two different hybrid powertrains are also available.

Here we take a first look at the Grand Highlander we purchased just before starting our formal testing and evaluation process.

What We Like

With a ride that skews soft and noticeable body roll, this SUV feels big but does control body motions well. Its ride is more comfortable than the Jeep Grand Cherokee L and Mazda CX-90, although it can't match their handling agility.

The touchscreen and climate controls are similar to the regular Highlander's. The physical buttons and knobs for many common controls are mostly easy to operate.

We like the elevated driving position, which has tons of elbow room and headroom. There's a good view of the gauges, and outward visibility is aided by the upright windshield, thin A-pillars, and tall side glass. The only real issue is the wide, hard center console, which cuts into the driver's right-knee space.

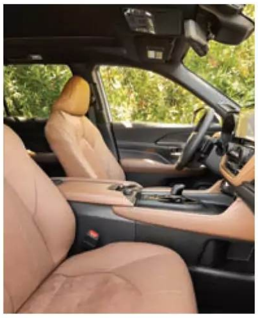
The second-row bench in our XLE is very comfortable and spacious, with good underleg support, great foot space, plenty of kneeroom, and ample headroom. But the flat seatback is short on support.

Entering the front and second rows is easy, with a slight step up over a narrow sill. The square doorways make it simple to maneuver your head inside without bumping it. Third-row access is better than in the regular Highlander, aided by large second-row doors and simple means to move the second-row seats.

Storage space is generous, with a roomy nook under the center armrest. There's usable room behind the raised third row, while folding it down opens a cavernous space.

What We Don't Like

The cabin's presentation comes across as rather basic for a $50,000 SUV. Hard, black plastic dominates the interior, and the few padded surfaces aren't that soft. The interior is certainly functional, but it lacks the premium touches expected at this price.



The engine has good response and strong midrange grunt, but it sounds gritty and unappealing. Some drivers noted that shifts could be felt, and gauging the right amount of brake pedal force to activate the fuel-saving engine stop/start system is tricky.

Adjusting the menus and settings in the instrument panel using the steering wheel controls is a distracting process that requires practice. The gear selector drew criticisms for the awkward motions needed to operate it. And the panoramic sunroof's three separate controls for shade, slide, and tilt is at least one too many.

CR's Take

The Grand Highlander provides a bit more room than the Highlander without the truckiness of the full-sized Sequoia. But while its functionality will satisfy Toyota loyalists, it's short on rewarding features and touches that buyers should rightfully expect at its price.

PHOTOS: TOYOTA

Buick

ENVISTA

This stylish SUV is a bargain-priced urban runabout.

What We Bought

MODEL Preferred

PRICE $26,480

ENGINE 137-hp, 1.2-liter turbo three-cylinder

TRANSMISSION 6-speed automatic

DRIVE WHEELS Front

THE 2024 ENVISTA expands the Buick line with a small, stylish model that morphs elements from a car and an SUV. Based on the Chevrolet Trax, the entry-level Envista is priced beneath the Encore GX. But it isn't without compromises, as we found in our initial time with this test car.

The front-drive-only Envista is offered in three trims: Preferred, Sport Touring, and Avenir. We bought a Preferred, the version that stands out for its value and the one Buick says most buyers will pick.

What We Like

The Envista comes well equipped at a relatively low price, with standard wireless Android Auto/Apple CarPlay, heated seats and steering wheel, remote start, and key advanced safety systems.

We like the climate system's combination of dials and physical buttons rather than touch surfaces. They're easy to interpret at a glance and a cinch to operate while driving. The traditional "PRNDL" gear selector is a plus.

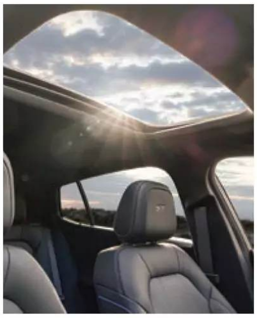
The driver's seat sits higher than in a sedan but lower than in most SUVs. Once settled in, the driving position has decent headroom and a commanding view over the hood. But the plastic center console can rub on the driver's right knee, and the door and center armrests feel hard.

What We Don't Like

The front seats are firm, with a flat back, minimal side bolstering, limited thigh support, and scratchy fabric. The power lumbar adjustments help, and the seats are incrementally better than the manually adjusted perches found in the Trax. So far, a range of drivers consider these seats to be a shortcoming.

The 137-hp, 1.2-liter turbo three-cylinder is paired with a six-speed automatic—a combo that's peppier than it sounds like it would be. But power delivery is neither refined nor even. Around town, the engine has surprising low-end torque, but the energetic initial spurt—sometimes after a momentary delay—is followed by wheel spin. Acceleration is adequate, nothing more.

In keeping with the price, the cabin is festooned with hard plastics and showcases an indifference toward panel gaps. There's a token chromelike accent here and there, but that can't mask the rudimentary cabin. The dash and seats look better than they feel.



The Envista lacks the soft, sumptuous ride that has been a Buick hallmark. While the ride appears absorbent on smooth roads, the suspension transmits significant impacts into the cabin when traveling over rougher surfaces and expansion joints. Higher trims get a different rear suspension that could be an improvement.

While the cargo compartment is rather deep, it's hampered by the slope of the liftgate. There are just two cargo loops for securing items; most models have four. We're happy to see a space-saver spare tire under the floor rather than a tire inflator kit.

The rear view is restricted by the large roof pillars, sloping roofline, and small rear window. Further, the Envista lacks a rear windshield wiper.

CR's Take

Overall, the driving experience isn't particularly luxurious. The most "Buick" thing about the Envista is that it could have unique appeal for drivers looking for simple, frugal transport with an elevated driving position and a lot of features for the buck. Throw in the promise of good fuel economy and that might satisfy many people.

PHOTOS: BUICK

Jeep

GRAND CHEROKEE 4xe

It works well as a hybrid but has a short electric-only range.

What We Bought

MODEL 4xe

PRICE $64,795

ENGINE 375-hp, 2.0-liter turbo four-cylinder plug-in hybrid

TRANSMISSION 8-speed automatic

DRIVE WHEELS Four-wheel

THE GRAND CHEROKEE 4XE is Jeep's second plug-in hybrid, joining the Wrangler 4xe in the lineup. Like all PHEVs, it combines a gas engine and a battery-electric drivetrain just like a conventional hybrid. But it can be plugged into a regular power outlet or EV charger to gain some electric-only range.

According to the Environmental Protection Agency, the 4xe has a 25-mile all-electric range. Once the battery runs out, the SUV gets 23 mpg combined, according to EPA estimates, just 1 mpg better than the Grand Cherokee V6.

We bought a 4xe to see how it performs in our fuel-economy and range tests and if the EV system's extra weight had an impact on handling or ride comfort.

What We Like

We like the smooth and refined engine and think that it feels more refined than the standard V6. Plus, the EV system's electric assist prevents the engine from feeling strained.

The engine is quiet in comparison to the V6 version, which sounds metallic and hollow, and gets quite loud when pushed hard.

Jeep gives drivers good control in choosing which EV drive mode to use. In electric mode there's plenty of power to do nearly any type of driving, and it's easy to maximize electric driving unless you mash the accelerator pedal.

Even in hybrid mode, driving with a light foot on the gas pedal makes it pretty easy to only use battery power. And when the hybrid battery is depleted, the transition to the turbo engine is seamless.

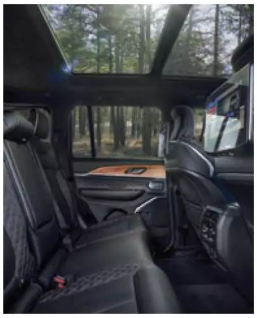
Whether it's the extra weight of the electric drive and 17.3 kWh battery, suspension tuning, or both, the 4xe's ride quality is a strong suit. The SUV capably soaks up bumps and ruts, rarely transmitting anything but the harshest of impacts to the cabin.

What We Don't Like

The transmission shifts a lot, with the shift from first to second gear executed with a very noticeable bump.

It's very noticeable when the front axle engages so that battery regeneration can take place. It takes the form of "electrical" sounds accompanied by bumps and knocks.

While most transitions between battery and engine power are smooth, if you need to pull away quickly from a stop, the engine kicks in roughly, and after a slight but noticeable delay.



The short 25-mile electric-only range means you'll want to charge frequently or forgo the benefits of the PHEV you paid a premium for.

The switchgear to choose among the different EV modes is hidden on the left side of the steering column, making it hard to see and access. The info is also in the touchscreen, but that's even more distracting to adjust while driving.

The digital driver's instrument cluster breaks out a lot of useful EV-related information, but the size of the text is tiny and easily hidden by the steering wheel.

CR's Take

At $64,795, the 4xe is a lot of money for minor gains. While the turbo four-cylinder feels more refined than the V6 and the electric motor delivers smooth acceleration, buyers are never going to earn back the massive price difference in fuel savings, even with a potential $3,750 federal tax credit. Add in the clunks and bumps and noticeable shifts, and you get a "feel good" PHEV that may not make dollars or sense.

PHOTOS: JEEP

Ford
MUSTANG

The GT expands the legend of the last muscle car standing.

What We Bought

MODEL GT

PRICE $55,200

ENGINE 480-hp, 5.0-liter V8

TRANSMISSION 6-speed manual

DRIVE WHEELS Rear wheel

THE REDESIGNED, SEVENTH-GENERATION Mustang has bold new styling with familiar cues, more advanced technology, and increased power.

This next-generation Mustang is offered in both coupe and convertible form, each body style available with turbocharged four-cylinder and V8 engines. We bought a V8 GT with a manual transmission for formal testing. These are our early impressions of the latest version of the iconic Pony Car.

What We Like

The V8 sounds great from the moment you fire it up. Even with the multimode exhaust system set to its quietest setting among four levels, it's still loud—in a glorious way.

The manual transmission makes power always accessible thanks to well-chosen gear ratios, and with it the driver feels more in control of the thrust and sound. The stubby shifter has crisp yet low-effort action, and the clutch is friendly even in an urban setting.

Handling is taut and agile, but the steering isn't the most communicative. The ride is firm but not too punishing.

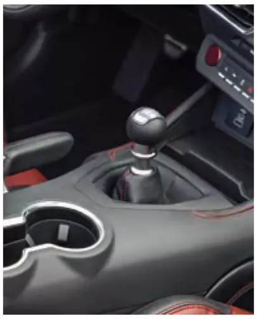
The large instrument panel and infotainment system display are either separate and distinct screens or flow together, depending on the car's trim level and equipment. Either way, the presence of the screens gives the cabin a modern look. The combined screens integrate well with the dash design, are well sized, and allow interesting graphics.

There are tremendous car customization choices available through the center infotainment screen. It's easy to navigate the car changes through the MyMustang menu. The interface lets drivers tweak the available adaptive suspension, steering effort, traction control, and the intensity of the exhaust sounds. These settings can be readily accessed via a steering wheel button.

The interior is welcoming. Padded window sills and upper dashboard, carbon-fiber-like textures, and interesting designs make the cabin feel appropriate to mission and cost.

What We Don't Like

The low seat bottom, combined with the heavily bolstered optional Recaro seats, can make it hard to enter or exit with grace. Yes, this is the nature of the beast, but it bears mentioning—the standard GT seats are quite comfortable and supportive. Rear access requires dodging the seat belt, and unlike in some other coupes, the passenger seat doesn't have an automatic slide or tilt to ease the acrobatic maneuver.



The trunk is small, as expected. It can hold a week's worth of groceries and more than enough luggage (and helmets) for a weekend getaway. The bigger issue is that the small, odd-shaped opening could be a challenge if you have large, boxy items or suitcases.

Another given is the compromised back seat. Even smaller, agile adults will find crawling back there is a challenge.

Once in place, footroom is decent, there's some good underleg support, and the seats are nicely contoured. But headroom is an abstract topic: Most adults won't fit.

CR's Take

The new car builds on the previous Mustang's improvements, with a freshened appearance, more convenience technology, and incrementally increased horsepower. It's a visceral, Technicolor experience that distinguishes the Mustang in an era of silent EVs.

PHOTOS: FORD

Volvo

XC60 RECHARGE

This SUV is better with batteries included.

What We Bought

MODEL AWD Plus

PRICE $67,290

ENGINE 455-hp, 2.0-liter turbocharged four-cylinder plug-in hybrid

TRANSMISSION 8-speed automatic

DRIVE WHEELS All wheel

WE RECENTLY ADDED a plug-in hybrid electric (PHEV) version of the XC60 to our test program. While much remains the same, the PHEV powertrain is new and the interior has had some updates since our last test.

The XC60 Recharge has an EPA-rated 35-mile all-electric range, and when the battery runs out it operates as a hybrid.

Here we focus mostly on the Recharge's performance as a PHEV, along with what has changed since our last test.

What We Like

You might not realize how much power the XC60 packs until you have to make a quick merge or pass on the highway. At that point, all 455 hp come to life, turning mild-mannered Clark Kent into an electrified Superman. The transforma-tion seriously surprised us, especially since the XC60 Recharge is pretty calm when cruising around town. Even in all-electric "Pure" mode, as Volvo calls it, there's plenty of power to get going.

There's no lurching or hesitation when it switches between gas and electric, and accelerating from low speeds is smooth. Driving in Hybrid mode with a fully charged battery, the gas engine almost never comes on when taking off from a stop. If drivers want to rely mostly on electric power, an instrument panel gauge lets them know how light a touch they need on the throttle.

The 18.8-kWh battery gives the Recharge its 35-mile EPA-estimated range. Once the battery is empty, the SUV gets an EPA-estimated 28 mpg combined.

What We Don't Like

This is the first model we've tested with Volvo's latest Google-based infotainment system. Although the new system outperforms the old one, that's not much to brag about. Touchscreen icons are still small and difficult to pinpoint, especially when driving on bumpy roads.

Important screens, such as the Hybrid/EV selector and the fan controls, are hidden away in menus, but there are two buttons that bring up different versions of the home screen. The temperature can only be adjusted in 2-degree increments, and it takes a deft hand to make the changes on the touchscreen. In addition, there's no wireless charging or wireless Apple CarPlay.

It's a challenge to customize what's shown on the LED display behind the steering wheel. There's no way to access recent phone calls or show a more detailed energy monitor. Making most changes requires digging around through the main infotainment menu, but a few—such as the trip odometer—are accessed and reset through the unlabeled steering wheel controls.

So far, it's taken us about 5 hours to fully charge the battery from empty at a 240-volt Level 2 charger, the kind you'd likely install at home. This doesn't matter if you commute during the day and plug in at night, but it would be annoying to try to charge up during a trip.

The XC60 lacks an AM radio, which could be frustrating. It also lacks an icon identifying which side the fuel filler door and charge port are on. Neither are fatal flaws, but they're oversights on a pricey SUV.

CR's Take

The XC60 Recharge benefits greatly from the addition of an electric motor and batteries. It's very quick and gets good overall fuel economy. But the controls remain cumbersome and distracting to use, and the ride is still stiff.

PHOTOS: VOLVO

The Best Cars Under $30,000

These sedans and hatchbacks top our ratings because they are reliable and fuel efficient, and offer a lot of convenience features for the money.

SUBARU IMPREZA SPORT

Generous cargo space and standard all-wheel drive.

76	78
OVERALL SCORE	ROAD TEST

PHOTOS: SUBARU

✓ Mazda
3

VITAL STATS

78	77	$24,115
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE		**DRIVETRAIN**
Select	30 MPG	191-hp, 2.5-liter four-cylinder; six-speed automatic; front-wheel drive

REASONS TO BUY
- Luxury-like fit and finish
- Quiet interior and powertrain
- Strong braking performance

REASONS TO SKIP
- Convoluted infotainment system controls
- Very tight rear seat

BEST VERSION TO GET

We would pick the nonturbo 2.5-liter engine for its balance of power and fuel economy, and go with the Select trim. You have to step up to at least the Carbon trim to get AWD in either body style.

THE MAZDA3 IS a sportier choice among small cars, and it features an elegant and quiet interior, along with a refined ride. But fuel economy hasn't kept up with the competition.

The 2.5-liter engine and six-speed automatic work well together, as the car delivers power predictably, without hesitation. But this combo's efficiency is a letdown. Our FWD car achieved only 30 mpg overall in our tests. Although commendable by itself, this result means the Mazda3 now trails nearly every one of its competitors.

The Mazda's ride is firm, but the suspension effectively soaks up impacts from bumps and ruts. The cabin is significantly quieter than the previous-generation Mazda3, which contributes to the car's mature and substantial feel.

Historically, the Mazda3 was among the most agile compact sedans. But it has lost some excitement and is now no more or less capable than its peers.

The 3 is available with AWD in both body styles, joining the Subaru Impreza and Toyota Corolla as the only models in the class to offer it.

The 3's interior quality is a step up from its competitors'. The cabin looks and feels upscale, with rich, generously padded surfaces and high-quality trim, buttons, and knobs throughout, which is rare for this class.

The infotainment system includes a high-mounted center screen with a rotary controller positioned between the front seats. But this system has a steep learning curve and forces drivers to make multiple twists and taps of the rotary controller to complete simple tasks. Android Auto and Apple CarPlay aren't available on the base sedan.

Unless buyers opt for the Preferred package, the front seats are quite basic and short on lumbar support. The snug rear seat is typical for compact cars.

For the 2024 model year, AEB with pedestrian detection, BSW, RCTW, LKA, and LDW are standard.

PHOTOS: MAZDA

Hyundai

ELANTRA HYBRID

VITAL STATS

OVERALL SCORE	ROAD TEST	PRICE AS TESTED
76	85	$24,900

TRIM LINE		DRIVETRAIN
Blue	48 MPG	139-hp, 1.6-liter four-cylinder hybrid; 6-speed dual-clutch automatic; front-wheel drive

REASONS TO BUY

- Stellar fuel economy
- Secure handling
- Short stops on dry and wet surfaces
- Smooth-shifting transmission
- Straightforward controls

REASONS TO SKIP

- Hard to get in and out of

BEST VERSION TO GET

The top Limited trim brings leather upholstery, including a six-way power-adjustable driver's seat that also gets height adjustment and lumbar support—features that the base Blue trim goes without.

THE ELANTRA HYBRID has a well-tuned transmission and a relatively roomy interior, and gets impressive fuel economy.

Naturally, hybrid buyers are after top fuel economy, and the Elantra hybrid delivers with a stellar 48 mpg overall in our tests.

The hybrid gets its combined 139 hp from the four-cylinder engine and electric motor. It's nearly a second slower from 0 to 60 mph than the standard Elantra, but the electric-drive boost makes it feel zippier in around-town driving. The six-speed dual-clutch automatic delivers smooth upshifts, but some downshifts are too harsh.

Handling is quite nimble and predictable, thanks in particular to the hybrid's independent rear suspension. Steering is on the light side and is short on feedback, but the Hyundai proved capable and secure when taken to its limits on our test track.

That suspension also contributes to the hybrid's very comfortable ride and quiet cabin, which is mostly free of noises from potholes and other road imperfections.

The electric-drive and transmission work well together, with minimal engine noise.

As with most sedans, the Elantra sits low to the ground, which makes it feel like you're dropping down into the front seats when you get in. The driver has decent room, but we found that the cloth seats lose support on longer trips. The top Limited trim comes with a six-way, power-adjustable leather driver's seat. The roomy rear seat is harder to access because the sloping roofline forces occupants to duck their heads.

The configurable digital instrument panel is easy to use, as is the new 8-inch infotainment touchscreen that appears as though it's an extension of the instrument panel. The infotainment screen has large icons that are simple to decipher.

The Elantra comes standard with AEB with pedestrian detection, BSW, RCTW, LDW, and LKA. AEB highway is optional.

PHOTOS: HYUNDAI

✓ Subaru

IMPREZA

VITAL STATS

76	78	$28,253
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE
Sport

29 MPG

DRIVETRAIN
152-hp, 2.0-liter four-cylinder; continuously variable transmission; all-wheel drive

REASONS TO BUY

- Agile handling
- Short braking distances on dry pavement
- Versatile hatchback body style
- Standard AWD

REASONS TO SKIP

- Very slow acceleration
- BSW and RCTW aren't available on base trim and are only optional on Sport

BEST VERSION TO GET

Start with the Sport because it allows you to add BSW and RCTW, and comes with front USB-A and -C ports, an illuminated glove box, and a larger infotainment screen. The RS has a more powerful engine and standard BSW and RCTW.

AFTER AN EVOLUTIONARY redesign, the Impreza continues to shine, thanks to its decent ride comfort, confident handling, good fuel economy, and standard all-wheel drive. We wish the base engine didn't feel so feeble or get so loud, but the Impreza is still one of the higher scoring small cars.

The way it abruptly takes off from a stop suggests it's packing some genuine power; in reality, that initial burst is the quickest the Impreza ever feels. (It needed 9.4 seconds to accelerate from 0 to 60 mph.)

That lack of performance doesn't really translate to any fuel-economy advantage, either. At 29 mpg overall, the Impreza trails every competitor save for the Kia Soul. An optional 2.5-liter engine has stronger oomph, and makes the driving experience more satisfying.

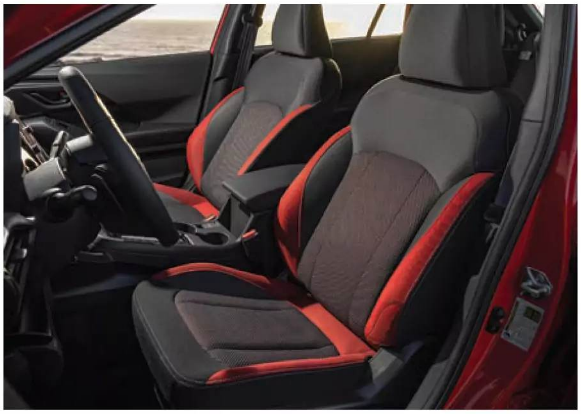
The Impreza handles well during regular driving, with quick steering and minimal body roll. Strong tire grip, minimal body roll, and a well-tuned ESC system helped it slice through our avoidance maneuver at an admirable 56 mph.

Ride comfort is competitive for the class, and the suspension does a great job keeping occupant jostling to a minimum. Still, sharper impacts will occasionally punch into the cabin in a pronounced fashion.

Most of our testers were impressed with how well the Impreza's manually adjusted seat held its support on longer drives.

Controls are largely user-friendly. Most climate controls are on the touchscreen, rather than physical buttons, but at least they are always visible and don't require switching to a specific "climate" menu.

While AEB with pedestrian detection and AEB highway are standard equipment on all Imprezas, the Base trim can't be equipped with BSW and RCTW. In addition, they are only optional on the midlevel Sport trim.



PHOTOS: SUBARU

Toyota

COROLLA HYBRID

VITAL STATS

74	75	$25,145
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE	48 MPG	**DRIVETRAIN**
LE		138-hp, 1.8-liter four-cylinder hybrid; continuously variable transmission; front-wheel drive

REASONS TO BUY

- Stellar fuel economy
- Composed ride
- Clear, straightforward controls

REASONS TO SKIP

- Leisurely acceleration
- Long stopping distances
- Awkward to get in and out of
- Snug rear seat
- Costs extra to get BSW and RCTW

BEST VERSION TO GET

Unless you need AWD, go with the XLE because it comes with BSW, RCTW, and an 8-way power driver's seat with adjustable lumbar support. The LE is $1,135 less if you add those safety feature and some options, but you can't get the nicer seats.

IF STELLAR FUEL economy, strong brand reliability, and standard active safety features are high on your checklist, the Corolla Hybrid should be high on your list, particularly because of its impressive 48 mpg overall.

With the Corolla's 2020 redesign, Toyota made significant handling improvements. It now tackles corners more skillfully than the previous generation, thanks to well-weighted steering and limited body lean. Plus, the sharper driving character doesn't come at the expense of ride quality; the Corolla soaks up bumps with the best in the class.

Still, beyond competent handling, Toyota's small sedan does little to raise a driver's pulse. The Hybrid we tested was dismally slow, and the four-cylinder engine is loud and raspy. The continuously variable transmission can cause the engine to rev annoyingly high during even mild bursts of acceleration, which amplifies the engine noise.

The Corolla Hybrid is unique in offering both front- and all-wheel drive on the LE and SE trims. None of its hybrid competitors offer AWD.

The Corolla feels less roomy than the previous model, which was one of the most spacious in the class. The rear seat in particular has significantly less headroom, while the car's curvier body and lower stance have made it harder to get in and out of.

Cabin ambience is basic and boring. Most controls are easy to use, although the labels for the buttons that flank the center infotainment screen wash out in direct sunlight. Android Auto and Apple CarPlay compatibility are standard.

Standard active safety and driver assist features include AEB with pedestrian detection, LDW, LKA, and a lane centering feature. However, buyers must opt for a package that includes frills such as push-button starting and larger wheels and tires to get BSW and RCTW on the base LE and SE trims.

PHOTOS: TOYOTA

✓ Kia

SOUL

VITAL STATS

73	77	$25,320
OVERALL SCORE	ROAD TEST	PRICE AS TESTED
TRIM LINE EX	28 MPG	**DRIVETRAIN** 147-hp, 2.0-liter four-cylinder; continuously variable transmission; front-wheel drive

REASONS TO BUY

- Clear and straightforward controls
- Easy to get in and out of
- CVT feels like a conventional transmission
- Short stopping distances

REASONS TO SKIP

- Stiff and choppy ride
- Engine noise is omnipresent

BEST VERSION TO GET

The most affordable trim we would consider is the second-tier S trim, because it brings standard BSW and RCTW, a power driver's seat, keyless entry, automatic climate control, and a larger infotainment touchscreen.

THE KIA SOUL is a compelling alternative to compact sedans and SUVs. It's small on the outside but feels roomy inside, and its practical, boxy design gives it a cheerful personality.

A new CVT helped to improve the Soul's fuel economy to 28 mpg overall, up 2 mpg from the previous generation. The engine and transmission deliver predictable and appropriate acceleration and power. However, engine noise is noticeable under heavy demand, such as when merging onto the highway.

Unfortunately, the ride is still stiff and jittery even on smooth pavement, and the Soul noticeably jumps over bumps and potholes.

Handling is nimble, although the vague steering doesn't inspire sporty driving. Still, it has outstanding tire grip when we pushed it to its limits on our track. We also measured an impressively high speed in our avoidance maneuver test.

The interior is surprisingly roomy for such a small car. Big windows give the cabin an airy feeling and help front visibility. Kia retained the elevated seating position and large doors, which offer easy access in and out.

The rear seat space is quite generous and seems to defy the Soul's small footprint. The cargo area is tiny, so large items fit only with the rear seats folded down.

Some interior materials look good but feel cheap, and seat comfort varies depending on the trim line. That's why we think it's worth at least getting the second-level S, which adds a power driver's seat with lumbar support, keyless entry, an upgraded infotainment system, and automatic climate control. Android Auto and Apple CarPlay come standard on all trims.

While AEB with pedestrian detection, LDW, and LKA are all standard, the base LX can't be equipped with BSW and RCTW. They are standard on the S and higher trims.

PHOTOS: KIA

The Top-Rated SUVs for Less Than $35,000

There's no need to pay a bundle to get a reliable, comfortable, and fuel-efficient SUV that features the latest advanced safety gear.

✓ Subaru

FORESTER

VITAL STATS

88	90	$29,341
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE
Premium

28 MPG

DRIVETRAIN
182-hp, 2.5-liter 4-cylinder; continuously variable transmission (CVT); all-wheel drive

REASONS TO BUY

- Fuel economy
- Great visibility all around
- Roomy interior and cargo area
- Easy-to-use controls
- Comfortable ride

REASONS TO SKIP

- Engine can get noisy
- Have to pay extra for BSW and RCTW

BEST VERSION TO GET

The Premium trim is a good place to start because it comes with a power driver's seat, a sunroof, and the All-Weather package, which brings heated front seats. We'd also get the optional BSW and RCTW.

THE FORESTER IS a smart, well-executed SUV with a roomy interior, great fuel economy, a comfortable ride, easy-to-use controls, and excellent outward visibility.

While the 2.5-liter engine can only jog the SUV from 0 to 60 mph in 9.2 seconds, the Forester's power delivery is prompt, linear, and free of the lag that plagues some other SUVs. The CVT is more refined and less obtrusive than many competitors', but drivers still hear a pronounced engine buzz under acceleration.

Fuel economy is impressive at 28 mpg overall, which is among the best for a nonhybrid compact SUV.

We found the SUV adept at absorbing road imperfections, making it one of the more comfortable-riding compact SUVs. And yet it benefits from responsive handling, with limited body roll and quick steering when rounding corners.

The spacious interior has plenty of headroom and the best visibility of any SUV, thanks to slim roof pillars all the way around. Most versions come with a power driver's seat that's comfortable and supportive.

The controls are within easy reach of the driver, and the infotainment system is intuitive to use and responds quickly to inputs.

On the utility front, the split rear seats fold almost flat. Opening the power liftgate exposes a wide, square-shaped space that can swallow a fair amount of bulky items. There's even enough room with the rear seat folded to fit a bicycle with both wheels on.

The Subaru falters only when it comes to interior refinement. Despite the addition of soft-touch surfaces and nicer buttons and switches, some plastic trim still looks and feels cheap.

AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW aren't available on the base trim and are optional on the Premium. They're standard on all other trims.

PHOTOS: SUBARU

✓ Hyundai

TUCSON HYBRID

VITAL STATS

85	94	$33,194
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE		**DRIVETRAIN**
SEL	35 MPG	226-hp, 1.6-liter turbo 4-cylinder hybrid; 6-speed automatic; all-wheel drive

REASONS TO BUY

- Responsive handling
- Composed ride
- Braking performance
- Roomy interior
- Easy-to-use controls
- Fuel economy
- Standard BSW and RCTW

REASONS TO SKIP

- Unintuitive push-button gear selector

BEST VERSION TO GET

We suggest going with the SEL Convenience trim, which has a power liftgate, dual-zone automatic climate control, and a sunroof. The Hybrid Blue trim is less expensive, but it has a smaller center screen and lacks built-in navigation.

THE TUCSON IS one of the best small SUVs because of its comfortable ride, sharp handling, relatively quiet cabin, and roomy interior.

While the Tucson is available with both conventional and hybrid powertrains, the hybrid is clearly the best version. The hybrid is not only quicker and quieter than the gas-only version but also got 35 mpg overall—savings that quickly pay back its small price premium. It can also be driven solely on electric power at low speeds, typically up to 35 mph if you are light on the gas pedal.

Out on the road, we appreciated the Tucson's accurate, well-weighted steering and responsive, nimble handling. It's one of the better-riding compact SUVs, thanks to its firm, composed ride, and the suspension does a good job absorbing most bumps.

The interior is particularly well done, with quality materials, mostly simple controls, plenty of padded areas, and a slick, upscale appearance for the class. The 8-inch infotainment touchscreen has large, simple-to-decipher icons.

While most of the gas-only versions come with a conventional, easy-to-operate gear selector, all hybrids get a less intuitive push-button setup.

The driving position provides a commanding view of the road, along with abundant headroom and well-placed armrests, but the plastic center console intrudes on the driver's right knee space.

The front seats are flat and firm, but the ability to tilt the front edge of the bottom cushion improves underleg support. Heated seats are standard on all hybrids. The rear seat is one of the roomiest in the class, with lots of headroom and knee room, and plenty of foot space under the front seats. The cargo area is generous despite swoopy exterior styling.

AEB with pedestrian detection, AEB highway, BSW, RCTW, LDW, LKA, and adaptive cruise control are standard on all trims.

PHOTOS: HYUNDAI

WORSE ——— BETTER | ✓ RECOMMENDED

✓ Honda

CR-V HYBRID

VITAL STATS

84 OVERALL SCORE	93 ROAD TEST	$35,650 PRICE AS TESTED
TRIM LINE Sport	35 MPG	**DRIVETRAIN** 204-hp, 2.0-liter four-cylinder hybrid; electronic CVT; all-wheel drive

REASONS TO BUY

- Very good fuel economy
- Strong, smooth powertrain
- User-friendly controls
- Generous interior room
- Easy to get into and out of
- Standard BSW and RCTW for 2024

REASONS TO SKIP

- Cabin gets noisy

BEST VERSION TO GET

We like the midlevel Sport-L Hybrid for its leather interior, wireless device charging, wireless Android Auto/Apple CarPlay, larger infotainment touchscreen, and power liftgate, though the base Sport Hybrid saves about $3,000.

PHOTOS: HONDA

HONDA'S EVOLUTIONARY REDESIGN of the CR-V retains this popular compact SUV's focus on functionality. We like that the ride comfort has improved, that the controls are easier to use, and that the hybrid version gets the same excellent 35 mpg overall as the previous model—even while gaining size and weight in the transformation.

The four-cylinder engine and electric drive combine for an ample 204 hp. The hybrid can glide on its electric power at speeds up to about 25 mph with a light foot on the gas pedal. When more power is needed, the system immediately kicks on the gas engine in a nearly seamless fashion.

The hybrid system is quite smooth. We like how its simulated shifts eliminate much of the high-revving, rubber-banding effect of many CVTs.

The ride is on the firm side, although the taut suspension keeps things composed when the road gets rough. We liked the SUV's responsive steering and well-controlled body roll, which make it feel capable and secure through curves.

Most of our drivers appreciated the front seats' ample contouring and good support, although some found the seat to be too narrow. All agreed that the rear seat is roomy and comfortable, a hallmark of the CR-V.

The Honda's boxy shape and large windows make for airy outward views and a generously sized cargo area.

Honeycomb-pattern dash vents spruce up what is otherwise a rather plain cabin, though the materials feel sturdy and well made.

Unfortunately, the standard roof rails on the Sport Hybrid create noticeable wind noise.

Most controls are easy to use, thanks to physical dials and buttons, and the conventional gear selector. While the 7-inch infotainment screen looks undersized by today's standards, we appreciate its physical volume and tuning knobs.

AEB with pedestrian detection, BSW, and RCTW are standard for 2024.

✓ Kia

SPORTAGE HYBRID

VITAL STATS

79	85	$32,905
OVERALL SCORE	**ROAD TEST**	**PRICE AS TESTED**

TRIM LINE
EX

36 MPG

DRIVETRAIN
227-hp, 1.6-liter turbo four-cylinder hybrid; 6-speed automatic; all-wheel drive

REASONS TO BUY

- Excellent fuel economy
- Composed and comfortable ride
- Roomy interior
- Easy to get into and out of

REASONS TO SKIP

- Lacks handling agility
- Long wet braking distances
- Unintuitive gear selector
- Have to pay extra for BSW and RCTW

BEST VERSION TO GET

We would go for the EX because it comes with BSW and RCTW, as well as dual-zone automatic climate control, a power driver's seat with lumbar-support adjustment, heated front seats, heated steering wheel, and rain-sensing wipers.

THE SPORTAGE HYBRID is quick and quiet, has a smooth ride, and gets an excellent 36 mpg overall, all of which make it a slam-dunk choice over the gas-only model.

The hybrid leaves the line with a silky push from the electric motor, then transitions smoothly back and forth between the 1.6-liter turbo gas engine and electric drive as needed. The hearty midrange grunt means the smooth transmission doesn't have to shift too often to generate power.

On the road the Kia does a good job absorbing bumps, particularly on rougher surfaces. With a light right foot you can drive on electric power up to about 30 mph, which helps keep the cabin quiet.

However, the Sportage isn't the most nimble handler, displaying noticeable body roll through turns. In tests the hybrid had long stopping distances on wet surfaces, and the brake pedal feels grabby at low speeds.

Drivers liked the front seats, thanks to ample side bolstering, which holds you in place through corners, although some felt squeezed by the seatback. The second row is the best seat in this house, thanks to generous head- and legroom, and good leg support. As with most small SUVs, the Kia is quite easy to get into and out of, and it can hold a large amount of cargo.

The majority of the controls are easy to use. But it's annoying that you have to switch back and forth between the split-use climate/media touch-panel. They also have small icons that are hard to touch while driving, in part because of how low they sit.

It would be more logical for the rotary gear selector to have a Park position, rather than a separate button to engage Park. We do appreciate details such as the USB ports built into the backs of the front seats.

AEB with pedestrian detection, LDW, lane centering assistance, and LKA are standard, but the base LX lacks BSW and RCTW.

PHOTOS: KIA

✓ Mitsubishi

OUTLANDER

VITAL STATS

OVERALL SCORE	ROAD TEST	PRICE AS TESTED
78	71	$34,340

TRIM LINE	MPG	DRIVETRAIN
SE	25	181-hp, 2.5-liter 4-cyl.; continuously variable transmission; all-wheel drive

REASONS TO BUY

- Standard third-row seat
- Clear, easy-to-use controls
- Smooth-shifting transmission

REASONS TO SKIP

- Ride is stiff
- Steering feels darty
- Wind noise is overly loud at highway speeds
- Acceleration is quite slow

WHEN REDESIGNING THE Outlander, Mitsubishi turned to Nissan for help. Now based on the Nissan Rogue, the Outlander is much improved over the old version, thought it still trails the best small SUVs.

The 181-hp engine gets the Outlander going quickly, but it took nearly 10 seconds in our 0-to-60-mph test, despite initial sprightliness. We got 25 mpg overall, matching the Rogue but below the class leaders.

On our track the Outlander was nimble and secure. But the overly light steering and unnaturally quick turn-in response make the SUV feel nervous and busy.

We were less impressed with how the Outlander smacks harshly over bumps, thanks in part to its large 20-inch wheels. The cabin might otherwise be considered quiet if not for the elevated wind noise seeping in through the large sunroof.

Fit and finish is quite good throughout the cabin, with plenty of padded pieces, and we liked the grippy and supportive suede front seats. The second-row seat offers lots of leg- and foot room.

The third-row seat, unique for the small SUV class, gives the ability to haul seven people in a pinch, but it's tiny. Plus, the third-row head restraints restrict the driver's view through the rear window, and they can't be folded down when the seat is unoccupied like in many SUVs; instead, they have to be fully removed, which is inconvenient.

Most controls are easy to use, although the electronic gear selector takes some getting used to.

The infotainment touchscreen is a mildly reskinned version of the Rogue's system. It isn't the flashiest on the market, but it's well organized and simple to navigate.

Like the Rogue, the Outlander comes standard with AEB with pedestrian detection, BSW, RCTW, and LDW.

BEST VERSION TO GET

Whether you choose front- or all-wheel drive, we would gravitate toward the second-tier SE trim, which brings synthetic leather-suede seating surfaces, heated front seats, wireless phone charging, and adaptive cruise control.

PHOTOS: MITSUBISHI

CR'S TEST DATA & RATINGS

STANDOUT MODELS BY CATEGORY, DETAILED RATINGS, VEHICLE REVIEWS, AND TEST DATA

Standout Models

These recommended cars, SUVs, minivans, sports cars, and pickup trucks all score at the top of their respective categories.

HYUNDAI
IONIQ 6

WORSE — BETTER

Cars

The best sedans provide practical, economical transportation. Compact and small cars are ideal for urban driving. Hatchbacks are easy to park and great for carrying cargo.

SMALL ELECTRICS/HYBRIDS

$25,000-$45,000

PROS

Use less fuel (hybrids) or no fuel at all (EVs), fewer emissions, practical, inexpensive to own.

CONS

EVs/hybrids can cost more to purchase up front, EVs have limited driving range and long charging times.

Best EV

Kia Niro EV

Best Hybrids

- Toyota Prius
- Kia Niro Hybrid
- Hyundai Elantra Hybrid
- Toyota Corolla Hybrid

Toyota Prius

80

OVERALL SCORE

SMALL HATCHBACKS

$20,000-$25,000

PROS

Flexibility for cargo or passengers, excellent use of space, good fuel economy, easy to park.

CONS

Tend to be noisy, slow acceleration, snug rear seat, stiff ride.

Best Overall

- Subaru Impreza
- Kia Soul
- Toyota Corolla Hatchback
- Nissan Kicks
- Hyundai Venue

Subaru Impreza

76

OVERALL SCORE

SMALL SEDANS

$20,000-$25,000

PROS

Easy to park and maneuver, good fuel economy.

CONS

Less versatile than hatchbacks, tend to be noisy, slow acceleration.

Best Overall

- Mazda3
- Toyota Corolla
- Hyundai Elantra
- Honda Civic
- Kia Forte
- Nissan Sentra

Mazda3

78

OVERALL SCORE

PHOTO, FACING PAGE: HYUNDAI. PHOTOS, THIS PAGE: JOHN POWERS/CONSUMER REPORTS; SUBARU; TOYOTA

Cars

Stepping up to midsized and large cars brings not only more room and better performance, but typically nicer accommodations and quieter interiors. Luxury models are often powerful, with comfortable, nicely crafted cabins.

MIDSIZED SEDANS

$25,000-$35,000

PROS

Comfortable ride, low noise levels, roomy accommodations, ample power.

CONS

Limited cargo flexibility.

Best Overall

- Toyota Camry
- Kia K5
- Honda Accord
- Subaru Legacy
- Nissan Altima
- Hyundai Sonata

Fuel-Efficient

- Toyota Camry Hybrid
- Honda Accord Hybrid
- Hyundai Sonata Hybrid

Toyota Camry Hybrid

93

OVERALL SCORE

LARGE SEDANS

$35,000-$45,000

PROS

Comfort, roominess, quiet cabin, power, near-luxury fit and finish.

CONS

Lack handling agility, harder to park.

Best Overall

- Toyota Crown

Toyota Crown

78

OVERALL SCORE

LUXURY SEDANS

$30,000-$115,000

PROS

Quiet cabin, power, handling, seat comfort, fit and finish.

CONS

Fuel economy, expensive to maintain when the warranty ends, some have complex and distracting controls.

Best Compact

- BMW 3 Series
- Volkswagen Arteon
- Audi A3
- Infiniti Q50
- BMW 2 Series Gran Coupe
- Audi A4
- Lexus IS
- Volvo S60
- Acura Integra
- Cadillac CT4

Best Midsized & Large

- Lexus ES Hybri
- Lexus ES
- Audi A6
- Audi A8
- Genesis G80

BMW 3 Series

79

OVERALL SCORE

PHOTOS: TOYOTA; BMW

WORSE BETTER

Electric Vehicles

Full EVs rely on large battery packs to power their electric motors. Under normal circumstances, it takes between 8 and 10 hours to recharge an EV using a Level 2 (240-volt) connector when the battery is near-empty.

ELECTRICS

$50,000-$85,000

PROS

No tailpipe emissions, less maintenance than conventional vehicles, very quiet, can be recharged at home.

CONS

Often cost more to buy, must plan out charging stops on road trips, lengthy charging times, cold temps reduce driving range.

Best EV Cars
Hyundai Ioniq 6
BMW i4
Porsche Taycan
Tesla Model 3

Best EV SUVs
BMW iX
Kia EV6
Genesis GV60
Lexus RZ
Tesla Model Y
Nissan Ariya
Audi Q8 E-Tron
Genesis Electrified GV70
Ford Mustang Mach-E
Audi Q4 E-Tron

Hyundai Ioniq 6

83

OVERALL SCORE

SUVs

Small SUVs blend fuel economy and versatility with more cabin space, easier access, and a taller seating position than sedans. Midsized and large SUVs have additional cargo and passenger room, but fuel economy suffers.

SMALL

$25,000-$40,000

PROS

Versatility, easy to park, agility, fuel economy, access, elevated ground clearance.

CONS

Can have a less-comfortable ride and cost more than a comparable sedan or hatchback.

Best Overall
Subaru Forester
Subaru Crosstrek
Honda CR-V
Hyundai Tucson
Nissan Rogue
Mitsubishi Outlander
Mazda CX-50
Mazda CX-5
Kia Sportage
Honda HR-V

Fuel-Efficient
Toyota RAV4 Prime
Hyundai Tucson Hybrid
Honda CR-V Hybrid
Toyota Corolla Cross Hybrid
Kia Sportage Hybrid
Toyota RAV4 Hybrid
Ford Escape Hybrid

Subaru Forester

88

OVERALL SCORE

MIDSIZED

$37,000-$50,000

PROS

Versatility, spacious interior and cargo room, ample power, third-row seat in some, composed ride, quiet cabin.

CONS

Can get pricey, mediocre handling, fuel economy, challenging to park.

Fuel-Efficient
Toyota Highlander Hybrid
Toyota Venza
Kia Sorento Hybrid

Best Overall (Two-Row)
Subaru Outback
Ford Edge
Nissan Murano
Honda Passport

Best Overall (Three-Row)
Kia Telluride
Hyundai Palisade
Mazda CX-90
Toyota Grand Highlander
Toyota Highlander
Subaru Ascent
Honda Pilot
Kia Sorento

Toyota Highlander Hybrid

85

OVERALL SCORE

PHOTOS: HYUNDAI; SUBARU; TOYOTA

Luxury SUVs

These models are distinguished by their accommodations, interior quietness, performance, and comfort and convenience features.

ENTRY-LEVEL & COMPACT

$30,000-$50,000

PROS

Plush and quiet cabin, agile, quick acceleration, cutting-edge technology.

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

Best Entry-Level
BMW X1
Mini Cooper Countryman
Audi Q3
Lexus NX
Cadillac XT5
Buick Envision

Fuel-Efficient
Lexus NX350h
Lexus UX250h

Best Compact
BMW X3
Acura RDX
Porsche Macan
Lincoln Corsair

Lexus NX Hybrid

83

OVERALL SCORE

MIDSIZED

$50,000-$90,000

PROS

Plush accommodations, interior room, strong acceleration, quiet cabin, cutting-edge technology.

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

Best Overall (Two-Row)
BMW X5
Porsche Cayenne
Lexus RX

Fuel-Efficient
Lexus RX350h

Best Overall (Three-Row)
Audi Q7
Cadillac XT6
Acura MDX
Infiniti QX60

BMW X5

92

OVERALL SCORE

LARGE

$65,000-$100,000

PROS

Luxurious and quiet cabin, generous passenger and cargo room, advanced technology.

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

Best Overall
BMW X7
Buick Enclave

BMW X7

78

OVERALL SCORE

PHOTOS: JOHN POWERS/CONSUMER REPORTS; BMW

WORSE BETTER

Sports Cars

The best sports cars are quick and have agile handling, while delivering a rewarding driving experience.

PRICE RANGE
$24,000-$100,000

PROS
Fun, quick, agile, stylish.

CONS
Impractical, cramped, rough-riding, noisy, expensive to insure.

Two-Seaters
Porsche 718 Boxster
Toyota Supra
Chevrolet Corvette
Mazda MX-5 Miata
BMW Z4
Nissan Z

Four- & Five-Seaters
Subaru BRZ
Subaru WRX
Toyota GR86
BMW 230i
Mini Cooper S
Honda Civic Si

Porsche 718 Boxster
85
OVERALL SCORE

Pickup Trucks

The top pickup trucks are adaptable enough to perform both work and family duties.

PRICE RANGE
$20,000-$75,000

PROS
Hauling and towing capacities, versatility, off-road ability.

CONS
Fuel-thirsty, bulky size, cargo can be exposed in open bed, high cost.

Best Small
Ford Maverick
Hyundai Santa Cruz

Fuel-Efficient
Ford Maverick Hybrid

Best Midsized
Honda Ridgeline

Best Full-Sized
Ram 1500

Ford Maverick Hybrid
78
OVERALL SCORE

Minivans

The vehicle of choice for hauling up to eight passengers and their belongings.

PRICE RANGE
$35,000-$50,000

PROS
Abundant luggage/cargo space, composed ride, quiet cabin, can seat seven or eight passengers.

CONS
Fuel economy for non-hybrids, few offer all-wheel drive.

Best Overall
Kia Carnival
Honda Odyssey
Chrysler Pacifica

Fuel-Efficient
Toyota Sienna

Kia Carnival
83
OVERALL SCORE

PHOTOS: PORSCHE; JOHN POWERS/CONSUMER REPORTS

LEXUS ES

Vehicle Ratings

Find your next car, minivan, SUV, or pickup truck using our exclusive test results and survey data.

THESE CHARTS PROVIDE a reference guide to the vehicles we have recently tested so you can see how they match up.

■ **Recommended** vehicles are those that meet CR's stringent testing, reliability, and safety standards. To earn our recommendation, noted with a ✓, vehicles must have a high Overall Score in their category.

■ **The Green Choice** designation, developed in collaboration with the EPA, indicates which cars, SUVs, and minivans are in the top 20 percent of the cleanest-emitting vehicles from their model year. These are identified with a 🍃.

■ **Overall Score** includes the vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's Auto Surveys; the availability of frontal crash prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety.

All SUVs are tested with all- or four-wheel drive except where noted.

■ **Price as tested** is the sticker price at the time we bought the tested vehicle.

■ **Survey results** reflect findings from CR's latest Auto Surveys, which are compiled from data reported by CR members. **Predicted reliability** is our forecast of how well a new model is likely to hold up. **Owner satisfaction** is based on the percentage of surveyed CR members who say they would definitely buy or lease their vehicle again.

We use a model's latest three years of data to determine the predictions, provided it hasn't been redesigned or significantly updated. If we have insufficient survey responses, or if a model is all new or redesigned, we use our judgment based on the brand's track record along with similar models to predict reliability and owner-satisfaction ratings.

■ **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center in central Connecticut.

■ **Overall mpg** is the overall miles per gallon a vehicle achieved in CR's fuel-economy tests, reflecting a mix of city and highway driving. Energy consumption of electric vehicles is shown as a miles-per-gallon equivalent (MPGe) as rated by the EPA.

■ **High and lows** give a summary of a model's notable strengths and weaknesses.

WHY SOME MODELS DON'T APPEAR IN OUR RATINGS

These models will be in road tests in future issues and on ConsumerReports.org: BMW 5 Series, i5, and X5 PHEV; Buick Envista; Chevrolet Colorado; Ford Escape PHEV, Mustang, and Ranger; Hyundai Kona and Tucson PHEV; Jeep Grand Cherokee 4xe; Kia Niro PHEV; Lexus GX and TX; Mazda CX-90 PHEV; Mitsubishi Outlander PHEV; Toyota Tacoma; and the Volvo XC60 PHEV.

PHOTO: LEXUS

⇊ ↓ | ↑ ⇈
WORSE — BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: SUBCOMPACT								
✓ **Nissan Kicks** SV	65	$21,050	|	⇊	67	32	Fuel economy, controls, visibility.	Slow acceleration, fit and finish, front-seat comfort, agility.
✓ **Hyundai Venue** SEL	64	$20,720	|	|	64	32	Fuel economy, braking, controls.	Ride, noise, fit and finish, tight rear seat, no adjustable seat-belt anchors.
Nissan Versa SV	58	$18,980	|	⇊	64	32	Fuel economy, controls, standard active safety features for price.	Ride, engine noise, seat comfort.
Chevrolet Trax LT	57	$24,680	|	↓	64	31	Fuel economy, controls, visibility.	Fit and finish, seat comfort, agility.
Mitsubishi Mirage ES	38	$16,050	|	⇊	35	37	Fuel economy, turning circle, relatively roomy rear-seat, hatchback versatility, feature content.	Handling, noise, vibration, slow acceleration, feels cheap.
CARS: COMPACT								
✓ **Toyota Prius** XLE (AWD) 🌿	80	$33,909	⇈	↑	76	51	Fuel economy, quick acceleration for its class, hatchback versatility, optional all-wheel drive, reliability.	Compromised access and visibility, raucous engine noise when pushed, rear-seat comfort.
✓ **Kia Niro** Hybrid EX 🌿	79	$30,600	↑	|	83	45	Fuel economy, secure handling, hatchback practicality.	Rear visibility, road noise, audio/climate control panel.
✓ **Mazda3** Select	78	$24,115	↑	|	77	30	Fit and finish, quietness, braking.	Controls.
✓ **Hyundai Elantra** Hybrid Blue 🌿	76	$24,900	|	|	85	48	Fuel economy, handling, braking, controls.	Access.
✓ **Subaru Impreza** Sport	76	$28,253	↑	|	78	29	Handling, short dry stops, hatchback versatility, standard AWD.	Slow acceleration.
✓ **Toyota Corolla** LE	75	$24,835	↑	|	74	36	Fuel economy, ride, controls.	Tight rear seat, access.
✓ **Toyota Corolla** Hybrid LE 🌿	74	$25,145	↑	|	75	48	Fuel economy, ride, controls.	Slow acceleration, tight rear seat, access.
✓ **Hyundai Elantra** SEL	74	$23,000	↑	↓	79	33	Fuel economy, secure handling, braking, controls.	Engine noise, ride, access.
✓ **Kia Soul** EX	73	$25,320	|	|	77	28	Braking, controls, access, passenger space.	Ride, loud engine.
✓ **Toyota Corolla Hatchback** SE	73	$24,263	↑	↓	70	36	Fuel economy, handling, braking, controls.	Ride, engine noise, tight rear seat.
✓ **Honda Civic** Sport	71	$24,095	|	|	74	33	Fuel economy, handling, braking, controls.	Noise, stiff ride, access.
✓ **Kia Forte** LXS	70	$20,165	↑	⇊	71	34	Fuel economy, controls.	Ride, noise, seat comfort, fit and finish.
✓ **Nissan Sentra** SV	70	$21,400	|	⇊	83	32	Fuel economy, ride, handling, braking, controls, rear seat.	Front seat short on lower back support, foot-operated parking brake, headlight performance.
Volkswagen Jetta SE	55	$23,325	↓	⇊	81	34	Fuel economy, controls, relatively roomy cabin.	Reliability, low dash vents.
CARS: MIDSIZED/LARGE								
✓ **Toyota Camry** Hybrid LE 🌿	93	$28,949	⇈	↑	94	47	Fuel economy, ride, controls, reliability	Low stance hurts access.
✓ **Honda Accord** Hybrid Sport 🌿	89	$32,990	↑	|	96	40	Fuel economy, hybrid powertrain, handling, interior room, user-friendly controls.	Mediocre seat comfort and fit and finish.
✓ **Toyota Camry** LE (4-cyl.)	87	$26,364	⇈	|	88	32	Fuel economy, braking, ride, controls, reliability.	High-rpm engine noise, transmission refinement, low stance hurts access.
✓ **Kia K5** LXS	80	$25,610	↑	|	84	32	Fuel economy, braking, controls, interior room.	Hesitation from rolling stop, access, no power seat on LXS.

CARS: MIDSIZED/LARGE *Continued*

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓ **Honda Accord** EX (1.5T)	78	$30,705	●	▼	85	32	Fuel economy, ride, handling, interior room, user-friendly controls.	Mediocre seat comfort and fit and finish.
✓ **Toyota Crown** Limited (2.5H) 🍃	78	$47,583	●	●	85	42	Fuel economy, easy access, roomy cabin.	Hidden trunk release, sunroof doesn't open.
✓ **Subaru Legacy** Premium	77	$27,609	●	●	89	28	Ride, transmission.	Some climate functions require multiple steps.
✓ **Nissan Altima** 2.5 SV	76	$29,330	●	⏬	83	31	Fuel economy, controls, rear seat.	Agility, ease of entry, ride.
✓ **Hyundai Sonata** SEL (2.5L)	74	$26,670	●	●	83	31	Fuel economy, secure handling, braking.	Ride, unintuitive gear selector.
✓ **Hyundai Sonata** Hybrid SEL 🍃	72	$31,515	●	●	81	44	Fuel economy, secure handling, available tech features.	Ride, unintuitive gear selector, rough shifts.
Chevrolet Malibu 1LT (1.5T)	67	$26,790	●	▼	81	29	Ride, quietness, controls.	Raspy turbo engine, front-seat comfort, so-so visibility.

CARS: LUXURY ENTRY-LEVEL

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓ **Audi A3** Premium Plus Quattro	76	$43,020	●	●	85	31	Fuel economy, handling, acceleration, braking, front-seat comfort, fit and finish.	Tight rear seat.
✓ **BMW 228i** xDrive Gran Coupe	74	$41,345	▲	▲	76	27	Eager powertrain and handling, front-seat comfort, fit and finish.	Access, tight rear seat, ride.
✓ **Acura Integra** A-Spec	71	$34,395	●	▲	79	31	Fuel economy, handling, controls, hatchback versatility.	Ride, noise, low stance hurts access.
✓ **Cadillac CT4** Premium Luxury (2.0T, AWD)	70	$49,215	●	●	78	25	Handling, braking, front-seat comfort, fit and finish.	Rear-seat room and access, scant in-cabin storage.
Mercedes-Benz CLA250 (4MATIC)	47	$44,390	▼	▼	66	27	Handling, braking, fit and finish, front-seat comfort.	Ride, controls, hesitation off the line, tight rear seat, wimpy A/C.

CARS: LUXURY COMPACT

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓ **BMW 330i** xDrive	79	$52,995	●	●	87	29	Handling, acceleration, braking, transmission, front-seat comfort, fit and finish.	Controls, overzealous lane keeping assistance.
✓ **Volkswagen Arteon** SEL (AWD)	77	$43,475	●	▼	89	24	Handling, braking, fit and finish, controls, hatchback versatility.	Engine noise.
✓ **Infiniti Q50** Luxe (AWD)	74	$48,775	●	▼	82	22	Acceleration, agility, braking, visibility.	Fuel economy, cumbersome infotainment system, small trunk.
✓ **Lexus IS300** (3.5L, AWD)	72	$45,345	▲	●	67	22	Acceleration, braking, fit and finish.	Fuel economy, controls, tight quarters, driving position.
✓ **Audi A4** Premium Plus	71	$48,890	●	●	88	27	Ride, handling, quietness, transmission, fit and finish, front-seat comfort.	Controls including gear selector take getting used to, tight rear seat.
✓ **Volvo S60** B5 (FWD)	70	$47,110	●	●	71	26	Braking, quietness, front-seat comfort, fit and finish.	Ride, controls.
✓ **Cadillac CT5** Premium Luxury (2.0T, AWD)	69	$53,520	●	●	76	24	Handling, braking, front-seat comfort, fit and finish.	Unrefined transmission, engine noise, rear headroom, low dash vents.
✓ **Acura TLX** Tech (2.0T, AWD)	68	$45,025	▲	●	66	23	Acceleration, transmission, front-seat comfort.	Infotainment system, engine and road noise, access, tight rear seat.
Genesis G70 Elite (2.5T, AWD)	65	$43,115	●	●	73	23	Handling, controls, fit and finish.	Tight quarters, gear selector, stopping distance.
Alfa Romeo Giulia Ti (AWD)	56	$48,890	▼	▲	71	27	Agility, steering.	Controls, tight rear seat, limited driver's seat adjustments.
Mercedes-Benz C300 (4MATIC)	48	$59,770	⏬	⏬	75	29	Handling, acceleration, front-seat comfort, fit and finish.	Reliability, stiff ride, long stopping distances, unintuitive controls.

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WORSE — BETTER

✓ CR RECOMMENDED

🌿 CR GREEN CHOICE

Make + Model		Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: LUXURY MIDSIZED/LARGE									
✓ **Lexus ES300h**	🌿	88	$49,365	↑	↑	91	42	Fuel economy, ride, quietness, front-seat comfort, fit and finish.	Controls, tight rear seat.
✓ **Lexus ES350**		82	$48,855	↑	↑	83	25	Ride, quietness, front-seat comfort, fit and finish.	Controls, tight rear seat.
✓ **Audi A6** Premium Plus (2.0T)		77	$59,390	|	↓	91	26	Handling, braking, seat comfort, fit and finish.	Hesitation off the line, scant in-cabin storage.
✓ **Audi A8** 3.0T		74	$97,595	|	|	91	21	Ride, quietness, transmission, interior room, seat comfort, fit and finish.	Fuel economy, controls require a learning curve, scant in-cabin storage.
✓ **Genesis G80** Advanced (2.5T AWD)		74	$56,920	|	↑	86	24	Ride, handling, braking, interior room, fit and finish.	Controls, hidden exterior trunk release.
Lexus LS500 (AWD)		66	$103,899	|	|	68	20	Acceleration, quietness, transmission, driver's seat comfort, fit and finish.	Fuel economy, controls, tight rear seat space for class, small trunk.
Volvo S90 T6 Momentum (AWD)		59	$61,855	↓	|	71	23	Seat comfort, fit and finish.	Reliability, ride comfort, coarse engine noise, unintuitive controls.
Maserati Ghibli S Q4		52	$89,010	↓	↓	66	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Fuel economy, ride, initial turbo lag, tight rear seat, access, touchy brake pedal, fussy gear selector.
CARS: ELECTRIC									
✓ **Hyundai Ioniq 6** SEL (AWD)	🌿	83	$52,975	↑	⇈	84	103[1]	Brisk acceleration, sharp handling, smooth brake pedal feel, quiet cabin, relatively quick DC public charging.	Inconvenient placement of window and mirror controls.
✓ **Kia Niro** EV Wind	🌿	71	$42,595	|	↑	76	113[1]	Smooth power, hatchback practicality, good range for an affordable EV.	Rear and side visibility, audio/climate control panel.
Nissan Leaf SV Plus	🌿	57	$44,330	|	↓	61	109[1]	Quietness, quick acceleration.	Charging times, limited range, driving position, agility.
CARS: LUXURY ELECTRIC									
✓ **BMW i4** M50	🌿	83	$73,245	|	↑	91	96[1]	Acceleration, braking, handling, front-seat comfort, fit and finish, hatchback versatility.	Cramped rear seat, confusing controls.
✓ **Porsche Taycan** 4S	🌿	76	$128,520	↑	↑	78	79[1]	Acceleration, ride, handling, front-seat comfort.	Controls, limited range, visibility.
✓ **Tesla Model 3** Long Range	🌿	71	$47,240	|	↑	80	131[1]	Handling, front-seat comfort, driving range.	Stiff ride, distracting controls, tight rear seat, no real blind spot warning system.
Lucid Air Touring	🌿	69	$128,550	↓	|	94	121[1]	Acceleration, braking, quietness, handling.	Reliability, electric motor whine, wind noise, unintuitive controls, restricted outward visibility.
Tesla Model S Long Range	🌿	63	$92,690	↓	↑	86	120[1]	Acceleration, braking, quietness, hatchback versatility.	Reliability, odd steering wheel shape, controls, access, long charging time, no real BSW.
Mercedes-Benz EQE350	🌿	59	$80,210	↓	|	84	86[1]	Acceleration, quietness, ride, maneuverability, short stopping distances, fit and finish.	Mushy brake pedal feel, distracting controls.
Mercedes-Benz EQS580	🌿	59	$135,875	⇊	|	90	94[1]	Acceleration, quietness, ride, maneuverability, front-seat comfort, fit and finish.	Reliability, brake pedal feel, driving position, distracting controls.
Polestar 2 Long Range Dual Motor	🌿	35	$62,400	⇊	|	66	106[1]	Acceleration, braking, handling, hatchback versatility.	Reliability, ride, controls, cramped interior.

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[1] Miles-per-gallon equivalent (MPGe)

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
	SPORTS CARS 2-SEAT								
✓	**Porsche 718** Boxster (base)	85	$69,790	▲	▲	95	26	Acceleration, handling, braking, fit and finish, quick convertible top that works on the move.	Ride, noise, access, some controls, visibility with closed top, no AEB offered.
✓	**Toyota Supra** Premium	84	$56,115	▲	▲	91	27	Acceleration, transmission, handling, braking.	Access, visibility, ride, noise.
✓	**Chevrolet Corvette** 2LT	81	$77,680	●	▲▲	97	19	Acceleration, handling, braking, transmission, fit and finish.	Fuel economy, access, rear and side visibility.
✓	**Mazda MX-5 Miata** Club	80	$32,715	▲	▲▲	80	34	Agility, manual shifter, fuel economy, easy manual top.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓	**BMW Z4** sDrive30i	80	$59,195	▲	▲	86	29	Handling, braking, acceleration, seat comfort, fit and finish, quick top operation.	Ride, visibility, controls, overzealous lane keeping assistance.
✓	**Nissan Z** Performance	71	$52,125	●	▲	80	24	Acceleration, sharp handling, strong braking, straightforward controls.	Stiff ride, loud cabin, difficult to get in and out of, restricted outward visibility.
	SPORTS CARS 4/5-SEAT								
✓	**Subaru BRZ** Limited	84	$32,115	▲	●	86	27	Satisfying ride/handling balance, acceleration, braking, controls.	Noisy cabin, minuscule rear seat, difficult to get in and out, compromised outward views.
✓	**Subaru WRX** Premium	83	$33,227	▲	▲	83	25	Acceleration, handling agility, braking.	Stiff ride, noisy cabin, slow-responding infotainment screen.
✓	**Toyota GR86** Premium	82	$32,206	▲	●	83	28	Handling, acceleration, braking, controls.	Stiff ride, noise, minuscule rear seat, difficult to get in and out, compromised outward views.
✓	**BMW 230i** (RWD)	80	$39,595	▲	▲	85	31	Handling, braking, acceleration, fuel economy, fit and finish, front-seat comfort.	Tight rear seat room.
✓	**Mini Cooper** S	78	$29,945	▲	▲	80	30	Handling, manual shifter, engine sound.	Tight rear seat, some controls.
✓	**Honda Civic** Si	71	$28,315	●	●	74	32	Handling, slick manual shifter, fuel economy, controls.	Ride, noise, access.
	Chevrolet Camaro 2SS (V8)	68	$47,020	●	●	85	20	Acceleration, handling, braking, styling.	Fuel economy, visibility, tight interior, low dash vents, no AEB offered.
	Volkswagen Golf GTI SE	61	$36,539	▼	▼▼	85	28	Handling, acceleration, braking, slick manual shifter.	Reliability, distracting controls.
	MINIVANS								
✓	**Kia Carnival** EX	83	$39,470	▲	●	85	21	Smooth powertrain, braking, interior room, controls.	Agility, must remove heavy 2nd-row seats for max cargo capacity.
✓	**Toyota Sienna** XLE	77	$43,570	●	▲	84	36	Fuel economy, interior room and versatility.	Long stopping distance.
✓	**Honda Odyssey** EX-L	76	$40,300	●	▲	83	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Some controls take getting used to.
✓	**Chrysler Pacifica** Touring L	70	$38,245	●	●	81	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Coarse-sounding engine.
	Chrysler Pacifica Hybrid Platinum 🌿	53	$48,380	▼▼	▼	86	84 [1] / 27 [2]	Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy.	Reliability, Hybrid loses Stow 'n Go seating/cargo flexibility.
	SUVs: SUBCOMPACT								
✓	**Subaru Crosstrek** Premium	87	$29,685	▲▲	▲	82	29	Comfortable ride, strong fuel economy, short stopping distances, standard AWD, outward visibility, reliability.	Standard engine feels underpowered and sounds strained.
✓	**Toyota Corolla Cross** Hybrid LE	80	$31,795	▲	●	82	41	Fuel economy, standard AWD.	Loud cabin, cheap interior.

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WORSE — BETTER

✓ CR RECOMMENDED

🍃 CR GREEN CHOICE

SUVs: SUBCOMPACT *Continued*

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓ **Honda HR-V** Sport	74	$28,790	⇈	↓	70	27	Fuel economy, controls, roomy interior for its size.	Stiff ride, noisy cabin, slow acceleration.
✓ **Toyota Corolla Cross** LE	69	$28,329	↑	↓	68	28	Fuel economy, braking, access.	Noisy, feels underpowered, agility, fit and finish.
✓ **Kia Seltos** S	68	$24,820	○	⇊	73	28	Fuel economy, braking, controls, visibility.	Ride, noise.
✓ **Mazda CX-30** Preferred	68	$28,645	↑	↓	65	27	Fuel economy, fit and finish.	Controls, engine noise, tight quarters, visibility.
Chevrolet Trailblazer LT (1.3T)	63	$28,360	○	↓	68	27	Fuel economy, interior room, mid-range torque, controls.	Rear and side visibility, agility, front-seat comfort.
Dodge Hornet GT	55	$34,675	○	↑	59	23	Acceleration, standard AWD.	Stiff ride, loud cabin, torque steer, awkward driving position, cheap interior.
Volkswagen Taos SE	47	$33,064	⇊	⇊	75	26	Agility, braking, visibility, rear-seat room.	Reliability, uneven power delivery.
Jeep Renegade Latitude	44	$27,525	↓	⇊	56	24	Styling, upscale features.	Reliability, ride, transmission, visibility, front-seat comfort, grabby brakes, idle vibration.
Fiat 500X Pop	41	$26,600	↓	⇊	49	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.

SUVs: COMPACT

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓ **Subaru Forester** Premium	88	$32,755	⇈	↑	90	28	Fuel economy, roomy interior, great visibility, easy controls, reliability.	Engine noise.
✓ **Toyota RAV4 Prime** XSE 🍃	86	$45,923	⇈	↑	85	94 [1] / 34 [2]	Acceleration, part-time electric driving, fuel economy, ride, controls, reliability.	Long stopping distance, high pitch warning signal in Reverse.
✓ **Honda CR-V** EX (1.5T)	85	$34,250	↑	↑	88	26	Generous interior room, braking, simple controls, easy access.	Slightly underpowered.
✓ **Hyundai Tucson** Hybrid SEL	85	$33,194	○	○	94	35	Fuel economy, handling, ride, roomy interior.	Unintuitive gear selector.
✓ **Honda CR-V** Hybrid Sport	84	$35,650	○	↑	93	35	Fuel economy, hybrid powertrain, generous interior room, simple controls, easy access.	Noisy cabin.
✓ **Hyundai Tucson** SEL (2.5L)	82	$31,969	↑	○	85	26	Handling, ride, braking, roomy interior, controls.	Slow acceleration for the class.
✓ **Kia Sportage** Hybrid EX	79	$32,905	○	○	85	36	Fuel economy, composed ride, roomy interior, easy access.	Braking, unintuitive gear selector, audio/climate control panel.
✓ **Mitsubishi Outlander** SE (2.5L)	78	$34,340	⇈	○	71	25	Standard third row, transmission, controls, reliability	Ride, darty steering, wind noise, slow acceleration.
✓ **Toyota RAV4** Hybrid XLE	78	$34,193	↑	↑	80	37	Fuel economy.	Ride, fit and finish.
✓ **Mazda CX-50** Premium Plus	77	$38,620	↑	↓	78	24	Handling, steering, fit and finish, interior room.	Ride, modest acceleration with the base engine, controls.
✓ **Mazda CX-5** Preferred	76	$31,190	↑	○	77	24	Ride, quietness, handling.	Compromised rear visibility, controls.
✓ **Toyota RAV4** XLE (2.5L)	75	$32,109	↑	↓	73	27	Fuel economy.	Engine noise, ride, fit and finish.
✓ **Kia Sportage** EX (2.5L)	74	$31,220	○	○	77	25	Roomy interior, secure handling, composed ride, easy access.	Lackluster acceleration.
✓ **Chevrolet Equinox** LT (1.5T)	71	$33,730	○	↓	77	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.
✓ **Nissan Rogue** SV (1.5T)	70	$34,905	○	↓	81	25	Agility, controls, access.	Idle vibration, low dash vents.
✓ **Ford Escape** Hybrid ST-Line Select	70	$37,175	○	○	82	34	Fuel economy, agility, short stopping distances, controls.	Overly sensitive brake pedal.

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[1] Miles-per-gallon equivalent (MPGe) [2] Miles per gallon while running on gas engine

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: COMPACT *Continued*								
Volkswagen Tiguan SE	63	$31,645	⌄	⌄	84	25	Generous interior room, easy controls, access, visibility.	Reliability, slow acceleration.
Ford Escape Active (1.5T)	59	$33,850	⌄	⌄⌄	71	26	Agility, short stopping distances, controls.	Reliability, engine vibration with the 1.5-liter, overly sensitive brake pedal.
Mitsubishi Eclipse Cross SE	59	$31,495	|	⌄	61	24	Access, rear seat.	Agility, visibility, front-seat comfort, slow acceleration, cargo space.
Ford Bronco Sport Outer Banks (1.5T)	58	$33,655	⌄	|	75	25	Agility, braking, user-friendly controls, character.	Reliability, ride, vibration at low revs, limited seat adjustments.
SUVs: MIDSIZED								
✓ **Subaru Outback** Limited XT	79	$39,572	|	⌃	89	24	Ride, transmission, seat comfort, driving position, fit and finish, integrated cross bars.	Some climate functions require multiple steps.
✓ **Toyota Venza** XLE	79	$40,160	⌃	|	79	37	Fuel economy, ease of access.	Controls, visibility, road noise, cargo capacity.
✓ **Ford Edge** SEL (2.0T)	79	$42,610	⌃	|	81	22	Quietness, handling, braking, interior room.	Awkward driving position.
✓ **Honda Passport** EX-L	70	$39,937	|	|	76	21	Acceleration, interior room, quietness.	Stiff ride.
✓ **Nissan Murano** SL	69	$42,065	|	|	74	21	Plush interior, access, easy infotainment system.	Visibility, overly light steering, agility, towing capacity.
Toyota 4Runner SR5	63	$40,695	⌃⌃	⌃	53	17	Off-road ability, power-retractable rear window, reliability.	Fuel economy, handling, ride, driving position, fit and finish, access.
Chevrolet Blazer LT (V6)	60	$43,290	⌄	|	78	19	Acceleration, braking, transmission, quietness, controls.	Reliability, fuel economy, visibility, low dash vents.
Volkswagen Atlas Cross Sport SE (2.0T)	57	$40,580	⌄	|	77	21	Interior room, access.	Reliability, too wide for tight parking spaces.
Jeep Grand Cherokee Limited (V6)	54	$50,590	⌄	⌄	73	20	Smooth powertrain, quietness, roomy cabin.	Reliability, braking, some controls.
Ford Bronco Outer Banks (2.7T)	46	$53,505	⌄	⌃	51	18	Off-road ability, acceleration, character.	Reliability, fuel economy, braking, wind noise.
Jeep Wrangler Sahara (4-door)	25	$48,400	⌄	|	34	18	Off-road ability, strong powertrain with the V6 engine.	Reliability, fuel economy, stiff ride, lots of wind noise, awkward access.
SUVs: MIDSIZED 3-ROW								
✓ **Toyota Highlander** Hybrid XLE	85	$47,595	⌃	⌃	86	35	Fuel economy, ride, second-row seats.	Some engine noise, infotainment system is less user-friendly.
✓ **Kia Telluride** EX	84	$40,855	|	⌃⌃	92	21	Ride, quietness, braking, interior room, controls, well-equipped for price.	Agility.
✓ **Hyundai Palisade** SEL	83	$43,415	⌃	⌃	85	21	Powertrain, interior room, access.	Agility, unintuitive gear selector.
✓ **Mazda CX-90** Preferred Plus	82	$48,670	⌃	⌄	85	24	Quick acceleration, agile handling, sharp steering, short stopping distances.	Quirky controls, unintuitive gear selector, stiff ride with 21-inch tires.
✓ **Toyota Grand Highlander** XLE (2.4T)	79	$49,457	⌃	⌃	81	22	Ride comfort, passenger and cargo room.	Agility, engine noise.
✓ **Toyota Highlander** XLE (2.4T)	79	$46,328	⌃	|	82	22	Ride, roomy second-row seats, easy access.	New turbo four-cylinder engine isn't as refined as V6, infotainment system is less user-friendly.

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CR GREEN CHOICE

	Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
	SUVs: MIDSIZED 3-ROW *Continued*								
✓	**Subaru Ascent** Limited	79	$43,867	❘	↑	90	22	Ride, quietness, interior room, visibility, braking, controls, usable third-row seat.	Agility.
✓	**Kia Sorento** Hybrid EX	77	$40,975	❘	⇊	86	28	Fuel economy, rides better than regular Sorento.	Hesitation when accelerating from a stop.
✓	**Honda Pilot** Touring	77	$50,240	❘	⇈	85	21	Smooth powertrain, ride, braking, roomy interior, hospitable third-row seat, user-friendly controls.	Agility.
✓	**Kia Sorento** EX (2.5T)	72	$38,725	❘	↓	82	25	Controls, acceleration.	Ride, dual-clutch transmission's low-speed vibration.
	Dodge Durango GT (V6)	66	$43,525	❘	↓	78	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Fuel economy, rear visibility, maneuverability.
	Nissan Pathfinder SL	63	$46,375	↓	↓	81	21	Powertrain, interior room, controls.	Reliability, overly firm ride.
	Volkswagen Atlas SEL (2.0T)	62	$44,165	↓	↓	82	21	Accommodations, third-tow seat comfort and access, nimbler than size suggests, ride, quietness.	Reliability.
	Ford Explorer XLT (2.3T)	60	$49,940	↓	↓	74	21	Agility, controls.	Reliability, ride, transmission's lumpy shifts.
	Jeep Grand Cherokee L Limited (V6)	51	$55,265	↓	↓	71	19	Transmission, interior space, roomy third row, towing capacity.	Reliability, fuel economy, slow acceleration, braking, noisy V6 engine, controls.
	SUVs: LARGE								
	Toyota Sequoia Limited	64	$70,508	↑	↑	57	18	Powertrain, towing capacity.	Clumsy handling, jostly ride, long stopping distances, no auto 4WD, tiny third-row seat.
	Ford Expedition MAX Limited	60	$75,430	❘	❘	66	16	Quietness, acceleration, controls, interior room.	Fuel economy, ride, handling.
	Nissan Armada Platinum	57	$63,020	❘	↓	60	14	Smooth and robust powertrain, quietness, towing capacity, fit and finish.	Fuel economy, agility, unsettled ride.
	Chevrolet Suburban Premier	54	$74,375	↓	❘	69	16	Interior room, seat comfort, ride, quietness, infotainment.	Reliability, fuel economy, braking, gear selector, agility, high step-in, tall hood hurts visibility.
	GMC Yukon SLT	52	$65,790	↓	❘	67	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, fuel economy, gear selector, agility, high step-in, tall hood hurts visibility.
	GMC Yukon XL SLT	52	$71,245	↓	❘	67	16	Interior room, seat comfort, ride, quietness, infotainment.	Reliability, fuel economy, braking, gear selector, agility, high step-in, tall hood hurts visibility.
	Chevrolet Tahoe LT	52	$63,650	↓	❘	67	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, fuel economy, gear selector, agility, high step-in, tall hood hurts visibility.
	Jeep Wagoneer Series II	50	$81,630	↓	❘	66	15	Ride, quietness, acceleration, interior room, fit and finish.	Reliability, fuel economy, agility, braking.
	SUVs: LUXURY ENTRY-LEVEL								
✓	**BMW X1** xDrive28	79	$46,495	❘	⇊	86	28	Nimble handling, short stopping distances, fuel economy, seat comfort, fit and finish.	Stiff ride, inconsistent power delivery, confusing controls.
✓	**Lexus UX250h**	78	$37,740	⇈	↓	75	37	Fuel economy, transmission, quietness, reliability.	Controls, tight interior, tight rear seat.
✓	**Mini Cooper Countryman** S	77	$39,535	↑	↑	81	25	Handling, braking, powertrain, seat comfort, fit and finish.	Ride, noise, controls.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY ENTRY-LEVEL *Continued*								
✓ **Audi Q3** Premium Plus	70	$43,940	●	▼	82	23	Handling, braking, seat comfort.	Loud engine, rear visibility.
Cadillac XT4 Premium Luxury	64	$49,430	●	▼	76	23	Handling, transmission, braking, fit and finish, front-seat comfort.	Engine noise, ride.
Buick Encore GX Select (1.3T)	63	$33,145	●	▼	68	26	Strong mid range acceleration, braking, infotainment system.	Engine noise and vibration, tight rear seat.
Volvo XC40 B5 Momentum	63	$41,510	●	●	70	24	Interior ambience, comfortable front seats.	Stiff ride, controls, annoying gear selector, engine noise.
Alfa Romeo Tonale Ti	56	$47,790	▼	▲	71	77 [1] / 29 [2]	Acceleration, fuel economy, part-time electric driving,	Stiff ride, loud cabin, fit and finish.
Jaguar E-Pace SE	52	$48,070	▼	▼	67	21	Handling, fit and finish.	Uneven power delivery, ride, visibility, controls.
Mercedes-Benz GLA250	52	$43,475	▼	▼▼	75	27	Acceleration, handling, fuel economy, fit and finish.	Controls, rear and side visibility.
SUVs: LUXURY COMPACT								
✓ **BMW X3** xDrive30i	87	$53,745	▲	▲	90	24	Handling, braking, transmission, quietness, front-seat comfort, fit and finish.	Controls require a learning curve.
✓ **Lexus NX350h**	83	$47,590	▲	▲	84	38	Fuel economy, fit and finish.	Visibility, annoying electronic door releases, touchy brake pedal, long stops.
✓ **Acura RDX** Tech	81	$43,995	▲	●	80	22	Handing, acceleration, short stopping distances, front-seat comfort, fit and finish.	Controls, gear selector, engine noise, brake pedal feel.
✓ **Porsche Macan** S	76	$63,290	▲	▲	79	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Fuel economy, rear visibility, modest cargo area, controls.
✓ **Lincoln Corsair** Reserve (2.0T)	72	$50,870	●	●	80	23	Ride, quietness, powertrain, braking, fit and finish.	Controls.
✓ **Lexus NX350**	72	$47,765	●	●	78	25	Fit and finish, braking.	Annoying electronic door releases, gear selector, visibility.
✓ **Cadillac XT5** Luxury	71	$51,025	●	●	75	20	Plush interior, seat comfort, quietness.	Stiff ride, unintuitive gear selector, visibility.
✓ **Buick Envision** Essence	69	$43,180	●	●	77	23	Ride, quietness, braking, infotainment system.	Unintuitive gear selector, low dash vents, front wheelspin.
Audi Q5 Premium Plus	67	$51,570	●	▼	82	24	Ride, quietness, seat comfort.	Unintuitive gear selector, controls require a learning curve.
Infiniti QX50 Essential	67	$51,380	●	▼▼	75	22	Quietness, fit and finish, braking.	Confusing controls, short on agility.
Genesis GV70 Advanced (2.5T)	63	$51,095	▼	▲	81	24	Ride, handling, transmission, seat comfort, fit and finish.	Reliability, controls, rear visibility.
Maserati Grecale GT (2.0T)	62	$77,845	▼	▲	83	24	Acceleration, braking, agility, fit and finish.	Unintuitive gear selector.
Volvo XC60 B5 Momentum	60	$50,040	▼	▼	77	23	Seat comfort, fit and finish, braking.	Reliability, stiff ride, maddening controls.
Alfa Romeo Stelvio Ti	57	$52,040	▼	●	74	24	Handling, style, character.	Controls, visibility, tight rear seat, limited seat adjustments, overly touchy brake pedal.
Mercedes-Benz GLB250	55	$47,435	▼	▼▼	81	26	Handling, braking, acceleration, fit and finish.	Controls, low and flat rear seat.
Land Rover Range Rover Velar S	54	$59,503	▼	▼	74	21	Handling, fit and finish.	Stiff ride, distracting controls, visibility, fuel economy, brand reliability.
Jaguar F-Pace Prestige	51	$53,895	▼	▼	69	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, inferior infotainment system, wimpy A/C.

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Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY COMPACT *Continued*								
Mercedes-Benz GLC300	50	$58,195	⇊	↑	78	26	Quietness, fit and finish, front-seat comfort.	Unintuitive controls, so-so ride, mushy brake pedal.
Land Rover Discovery Sport SE	46	$49,895	↓	↓	57	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.
Land Rover Range Rover Evoque SE	46	$56,997	↓	↓	56	20	Front-seat comfort, fit and finish, agility, braking.	Ride, controls, visibility, hesitation off the line, brand reliability.
SUVs: LUXURY MIDSIZED								
✓ **BMW X5** xDrive40i	92	$68,730	⇈	⇈	94	23	Ride, quietness, acceleration, transmission, braking, seat comfort, fit and finish.	Controls require a learning curve.
✓ **Lexus RX350h** Premium+	83	$59,955	↑	↑	86	34	Fit and finish, rear seat room, fuel economy.	Rear/side visibility, unintuitive controls, louder gas engine.
✓ **Porsche Cayenne** Base	81	$79,280	↑	↑	84	21	Handling, quietness, fit and finish, seat comfort.	Controls, ride, uneven power delivery.
✓ **Lexus RX350** Premium+	78	$55,595	↑	↑	79	24	Fit and finish, rear seat room.	Rear/side visibility, unintuitive controls, louder turbo engine.
Mercedes-Benz GLE450	61	$75,090	↓	●	76	20	Acceleration, quietness, seat comfort, fit and finish.	Reliability, controls.
Land Rover Range Rover Sport SE	61	$92,170	↓	↑	81	20	Supple ride, quiet cabin, agile handling, fit and finish, seat comfort.	Complicated controls.
Genesis GV80 Advanced (3.5T)	61	$65,775	↓	↑	75	18	Acceleration, transmission, handling, braking, quietness, fit and finish.	Reliability, fuel economy, controls.
Land Rover Defender SE	47	$70,710	↓	↓	57	18	Acceleration, off-road ability, character.	Fuel economy, braking, controls, agility, step-in height, rear visibility.
SUVs: LUXURY MIDSIZED 3-ROW								
✓ **Audi Q7** Premium Plus (3.0T)	76	$71,010	●	↓	87	20	Powertrain, quietness, agility, fit and finish, front- and second-row seat comfort.	Controls have a learning curve.
✓ **Cadillac XT6** Premium Luxury	72	$62,515	●	●	76	18	Ride, quietness, transmission.	Fuel economy, limited seat adjustments, missing some luxury features.
✓ **Acura MDX** Tech	70	$55,125	●	●	74	20	Smooth powertrain, front- and rear-seat comfort, fit and finish.	Controls, braking, must get top trim for some luxury features.
✓ **Infiniti QX60** Luxe	70	$59,835	●	↓	81	21	Ride, quietness, acceleration, fit and finish.	Long wet stopping distances.
Volvo XC90 T6 Momentum	66	$56,805	↓	●	80	20	Quietness, seat comfort, fit and finish, visibility, braking.	Reliability, stiff ride, unintuitive controls.
Lincoln Aviator Reserve (3.0T)	63	$64,920	↓	↓	78	19	Acceleration, handling, ride, quietness, fit and finish, cargo room.	Reliability, fuel economy, controls, gear selector.
Land Rover Discovery HSE	49	$69,260	↓	↓	65	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Fuel economy, agility, controls, low rear seat, third-row access.
SUVs: LUXURY LARGE								
✓ **BMW X7** xDrive40i	78	$84,095	●	↑	90	22	Ride, quietness, acceleration, transmission, seat comfort, fit and finish.	Controls require a learning curve.
✓ **Buick Enclave** Premium	77	$55,680	●	●	82	18	Ride, braking, quietness, interior room, powertrain, infotainment system.	Fuel economy, gear selector.
Mercedes-Benz GLS450	65	$89,030	↓	●	82	20	Powertrain, ride, quietness, seat comfort, fit and finish.	Reliability, controls.

① Miles-per-gallon equivalent (MPGe) ② Miles per gallon while running on gas engine

Make + Model	Overall Score	Price As tested	Survey Results Predicted reliability	Survey Results Owner satisfaction	Road-Test Results Road-test score	Road-Test Results Overall mpg	Highs	Lows
SUVs: LUXURY LARGE *Continued*								
Cadillac Escalade Premium Luxury	63	$98,740	❙	⌃⌃	72	16	Ride, quietness, powertrain, acceleration, fit and finish, seat comfort.	Fuel economy, handling, tall hood cuts front visibility.
Infiniti QX80 Luxe	56	$63,395	❙	⌄	62	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road.	Fuel economy, handling, access.
Lincoln Navigator Select	54	$86,480	⌄	❙	58	16	Quietness, powertrain, second- and third-row seat room.	Fuel economy, front-seat comfort, unintuitive gear selector, clumsy handling.
SUVs: ELECTRIC								
✓ **Kia EV6** Wind	🍃 77	$52,840	❙	⌃	86	109 [1]	Acceleration, quietness, braking, handling.	Poor outward visibility, awkward exterior door handles.
✓ **Nissan Ariya** Platinum+	🍃 70	$63,020	⌃	⌃	70	87 [1]	Acceleration, braking, interior design details.	Fussy to unplug, slow Level 2 and DC-fast charging.
✓ **Ford Mustang Mach-E** Premium	🍃 70	$55,800	❙	⌃	74	92 [1]	Acceleration, handling, quietness.	Fussy door handles, controls.
Hyundai Ioniq 5 SEL	🍃 67	$51,020	⌄	⌃	86	98 [1]	Acceleration, quietness, handling.	Reliability.
Subaru Solterra Limited	🍃 62	$50,432	❙	⌄	67	102 [1]	Quick acceleration, agile handling.	Slow charging and short range compared with other EVs, stingy EV-specific displays, no glove box.
Toyota bZ4X Limited	🍃 62	$51,009	❙	⌄	67	102 [1]	Quick acceleration, agile handling.	Slow charging and short range compared with other EVs, stingy EV-specific displays, no glove box.
Volkswagen ID.4 Pro S	🍃 56	$50,870	⌄	⌄	75	95 [1]	Acceleration, ride, quietness, roomy interior.	Reliability, controls, unpleasant pedestrian warning sound, brake pedal feel.
SUVs: ELECTRIC 3-ROW								
Mercedes-Benz EQS SUV 450	🍃 58	$111,580	⌄	⌃	83	78 [1]	Ride, quietness, acceleration, short stopping distances, seat comfort, fit and finish.	Distracting controls, mushy brake-pedal feel.
Tesla Model X Long Range	🍃 53	$109,200	⌄	⌃	74	102 [1]	Acceleration, handling, front-seat comfort, fit and finish.	Reliability, fussy rear doors, ride, wind noise, rear visibility, controls, no real blind spot warning.
Rivian R1S Adventure	🍃 51	$79,250	⌄	⌃⌃	71	71 [1]	Quick acceleration, generous cargo space.	Reliability, stiff ride, unintuitive controls, abrupt regenerative braking, awkward exterior door handles.
SUVs: ELECTRIC LUXURY								
✓ **BMW iX** xDrive50	🍃 84	$92,695	❙	⌃	91	86 [1]	Ride, quietness, acceleration, agility, seat comfort, fit and finish.	Confusing controls.
✓ **Genesis GV60** Advanced	🍃 75	$60,220	❙	⌃	86	99 [1]	Acceleration, quietness, handling.	Restricted rear- and side visibility.
✓ **Lexus RZ** Premium	🍃 74	$63,405	⌃	❙	70	107 [1]	Comfortable ride, quiet cabin, quick acceleration.	Shorter driving range and slower charging than other EVs, unintuitive controls, long wet stopping distances, no glove box.
✓ **Tesla Model Y** Long Range	🍃 72	$61,190	❙	⌃	88	122 [1]	Handling, acceleration, braking, seat comfort.	Ride, controls, no real blind spot warning.
✓ **Audi Q8 E-Tron** Premium Plus	🍃 70	$80,450	❙	❙	86	81 [1]	Ride, quietness, acceleration, seat comfort, fit and finish.	Some controls take getting used to.
✓ **Genesis Electrified GV70** Advanced	🍃 69	$67,595	❙	⌃	79	91 [1]	Acceleration, quietness, fit and finish, seat comfort.	Controls, inconveniently placed front charging port, rear visibility.
✓ **Audi Q4 E-Tron** Premium Plus	🍃 69	$60,580	❙	⌄	76	93 [1]	Quiet cabin, acceleration, braking, seat comfort, fit and finish.	Spongy brake pedal, unlit climate controls.

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Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: ELECTRIC LUXURY *Continued*								
Jaguar I-Pace HSE 🌿	54	$86,841	↓	↓	72	85 [1]	Acceleration, handling, quietness, fit and finish.	Controls, brake pedal feel, brand reliability.
Mercedes-Benz EQE SUV 350 🌿	54	$84,690	↓	↑	76	81 [1]	Quick acceleration, short dry stopping distance, quiet cabin, comfortable front seats, fine interior quality.	Distracting controls, mushy brakes.
PICKUPS: SMALL								
✓ **Ford Maverick** XLT (2.0T)	78	$29,965	↑	↑	78	23	Competent ride and handling, maneuverability, visibility, access, controls.	Noise, cabin quality.
✓ **Ford Maverick** Hybrid Lariat	78	$32,925	|	⇈	82	37	Fuel economy, visibility, access, controls, short stopping distance on dry pavement.	Cabin quality.
✓ **Hyundai Santa Cruz** XRT	74	$42,050	|	↑	77	24	Acceleration, drives like a car, controls.	Small bed, rear visibility.
PICKUPS: MIDSIZED								
✓ **Honda Ridgeline** RTL	77	$36,480	|	↑	83	20	Ride, quietness, clever in-bed storage and dual-mode tailgate.	Low towing capacity, shallow bed.
Nissan Frontier SV	48	$40,630	↓	↓	67	18	Braking, transmission, controls.	Reliability, ride, tight rear seat, no telescoping steering column.
Jeep Gladiator Sport	45	$46,405	↓	|	52	18	Powertrain, towing capacity, character.	Reliability, handling, wind noise, awkward window controls.
PICKUPS: FULL-SIZED								
✓ **Ram 1500** Big Horn (5.7L V8)	71	$53,120	|	↑	83	17	Ride, quietness, transmission, cabin room, controls.	High step-in.
✓ **Ram 1500** Big Horn (diesel)	71	$54,310	|	↑	83	23	Fuel economy, ride, quietness, transmission, cabin room, controls.	High step-in.
Nissan Titan SV (V8)	64	$44,370	|	↓	70	16	Acceleration, braking, roomy cab, light tailgate.	Fuel economy, ride, fit and finish.
Ford F-150 XLT (2.7T)	63	$55,535	↓	|	75	19	Quietness, cabin room, quick acceleration, controls.	Reliability, ride, agility, high step-in.
Chevrolet Silverado 1500 LT (5.3L V8)	56	$50,225	↓	|	78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
GMC Sierra 1500 SLE (5.3L V8)	56	$52,100	↓	|	78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
Chevrolet Silverado 1500 LT (diesel)	56	$53,655	↓	|	78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, long stopping distances, step-in height.
GMC Sierra 1500 SLE (diesel)	56	$55,100	↓	|	78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, long stopping distances, step-in height.
Toyota Tundra SR5 (3.5T)	54	$53,393	↓	|	71	17	Quietness, cabin room, quick acceleration, controls.	Reliability, ride, agility, high step-in.
Ford F-150 Hybrid Lariat (3.5H)	54	$69,935	⇊	↓	79	20	Quietness, cabin room, acceleration, controls, hybrid's generator.	Reliability, ride, agility, high step-in.
PICKUPS: ELECTRIC								
Ford F-150 Lightning Lariat 🌿	69	$80,889	↓	|	81	70 [1]	Acceleration, quietness, roomy cab, front trunk, rides better than regular F-150.	Reliability, distracting controls, long stopping distances.
Rivian R1T Adventure 🌿	58	$74,500	↓	⇈	84	73 [1]	Acceleration, handling, quietness, creative storage spaces, no tailpipe emissions.	Reliability, intrusive regenerative braking, unintuitive controls, awkward exterior door handles.

[1] Miles-per-gallon equivalent (MPGe)

User's Guide to Vehicle Reviews

On the following pages, you'll find reviews, key ratings, and information for the 252 models featured in this book, covering all 2024 and early 2025 models. Use these reviews, along with the vehicle ratings (on page 44) and our data charts (on page 184), to narrow your choices.

How to Read the Charts

These charts are based on owner data from our Annual Auto Surveys. The **Overall Reliability** rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year.

We derive this from CR members, who reported on any problems they had with their vehicles during the 12 months prior to the survey that were considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to the areas of engine, major; engine cooling; transmission, major; drive system, EV motor, and EV battery because they can be serious and expensive to repair.

The reliability of a 2024 model is taken from the average of a model's **Overall Reliability** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2024. Several model years' data are a better predictor than the most recent model year.

One or two years' data may be used if the model was redesigned in 2023 or 2022, or if there was insufficient data for some years. If there was insufficient sample size for a model in a given year, the model year brand reliability score is used to supplement that year to calculate the predicted reliability.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots,** which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model for that year.

Models that score a ▼ are not necessarily unreliable but have a higher rate of problems than the average model. Similarly, models that score a ▲ are not necessarily problem-free but had relatively few problems compared with other models.

In the charts, a model year in bold identifies the year of a major redesign or the first year of introduction. Years with insufficient data are noted with a column of asterisks (*).

The Trouble Spots

■ **Engine, Major** Engine, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

■ **Engine, Minor** Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping.

■ **Engine Cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

■ **Transmission, Major** Transmission rebuild or replacement, torque converter, premature clutch replacement.

■ **Transmission, Minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or secondary cylinder).

■ **Drive System** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

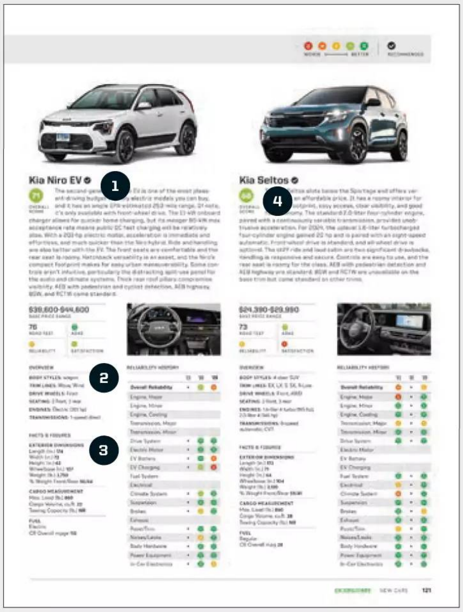
■ **Electric Motor** Electric drive motor rebuild, replacement, or malfunction.

■ **EV Battery** Hybrid/electric battery replacement, hybrid/electric battery malfunction, hybrid/electric battery cooling problems.

■ **EV Charging** Charges too slowly, charge connection problem, won't charge at home, won't work with public chargers, won't fully charge, charging port problem, won't DC fast charge.

■ **Fuel System** Sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.

■ **Electrical** Alternator, starter, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, spark



BEHIND THE DATA

1. RECOMMENDED MODELS

These vehicles must have performed well in our testing, have average or better reliability, and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. MODEL-LINE OVERVIEW

Base Price is the range of the manufacturer's base suggested retail price without options or destination charge for all versions. An "E" indicates that the price is estimated. Models often come in various **Body Styles** and **Trim Lines,** which are versions that differ in standard equipment, available options, and price. Pickup trucks are listed by available cab configurations. **Drive Wheels** notes if the model is available with front-, rear-, all- (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passenger positions available for a model. **Engines** and **Transmissions** show the different powertrain choices.

3. FACTS & FIGURES

Length is measured from bumper to bumper. **Width** is from the outermost side of one fender to the opposite fender. **Height** is from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% Weight Front/Rear** are measured on our scales. Data for untested models plug and wire failure, auto stop/start, electric vehicle charging.

- **Climate System** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure, controls not available on infotainment screen.
- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.
- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
- **Paint/Trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/Leaks** Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.
- **Body Hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defect.
- **Power Equipment** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system, headlights, automatic headlights, automatic wipers, wireless charging pad.
- **In-Car Electronics** Audio systems, backup/parking camera, entertainment systems, navigation system, communication system, hardware replacement, over-the-air updates, head-up display.

BEHIND THE RELIABILITY RATINGS

This chart shows the average rates of problems in each trouble spot by model year for the vehicles in CR's Annual Auto Surveys.

For example, about one percent of 2023 EVs had EV Charging problems, on average. The Kia Niro EV on the facing page scores a ⏬ (much worse than average) because 3.7 percent of them had a problem in this area.

For 2021 models the average rate of Drive System problems among vehicles in our survey was less than one percent. Because no Kia Seltos owners reported a problem in this category, it scores ⏫ (much better than average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage.

The 2023 models in our survey were generally less than 6 months old at the time of the survey, and should have few problems, if any. We note models that have been redesigned or newly introduced by highlighting the model years in **bold.**

Average Percentage of Cars With a Reported Issue

	'21	'22	'23
Engine, Major	<1	<1	<1
Engine, Minor	<1	<1	<1
Engine, Cooling	<1	<1	<1
Transmission, Major	<1	<1	<1
Transmission, Minor	<1	<1	<1
Drive System	<1	<1	<1
Electric Motor	<1	<1	<1
EV Battery	3	2	<1
EV Charging	2	2	1
Fuel System	1	<1	<1
Electrical	<1	<1	<1
Climate System	1	1	<1
Suspension	1	<1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	<1	1	<1
Noises/Leaks	1	1	1
Body Hardware	1	1	1
Power Equipment	1	1	1
In-Car Electronics	4	4	2

come from manufacturers. **Max. Load** includes occupants and luggage, and is specified by the automaker or calculated from the difference between the automaker's specified gross vehicle weight and our tested vehicle weight. **Cargo Volume** for minivans, SUVs, and wagons is the maximum usable volume, measured using an expandable pipe frame box that's adjusted to fit the cargo area with rear seats folded down. Data for models with a trunk come from government figures. **Towing Capacity** is the maximum weight our tested vehicle can pull on a trailer or a typical weight. Untested vehicles use the manufacturer's max rating. **Fuel** gives the recommended types for all the models' engines. Some engines may have different power ratings depending on fuel type. **CR Overall mpg** is from our tested engines for a mix of city and highway driving, given in a range if multiple versions were tested. Untested models have **EPA Combined mpg,** the mix of city and highway mileage figures issued by the EPA for a typical engine.

4. OVERALL SCORE

This accounts for a vehicle's performance in our road tests; the latest reliability and owner satisfaction results from CR's Annual Auto Surveys; the availability of frontal crash-prevention systems; and, if available, results from NHTSA and IIHS crash tests. We deduct points if a vehicle's transmission gear selector lacks fail-safes. We add or deduct points depending on whether the tested vehicle provides adequate driver monitoring on driver assist systems. Untested vehicles will have an "NA." **Reliability** is our forecast of how well a new model is likely to hold up, based on the problems that CR members reported. **Satisfaction** comes from CR's Auto Surveys, in which we asked owners whether they would definitely buy or lease their particular vehicle again. Some brand new models without previous history are given "NA" in Reliability and Satisfaction. **Road Test** is the final score from our more than 50 tests. Some tests, such as braking and fuel economy, are empirical and measured with instruments; those for categories such as seat comfort and noise are graded by our experts. **ADAS** identifies whether a vehicle has frontal crash-prevention systems: automatic emergency braking that operates at highway speeds (AEB highway), a pedestrian detection system (Pedestrian), blind spot warning (BSW), and rear cross traffic warning (RCTW). We use Opt. to indicate the system is available on some versions; "NA" means no system is offered. Models with all four systems standard are assigned a ⏫; those with standard AEB and pedestrian detection receive a 🔼; those with only AEB standard receive a ●. We include a range for Overall and Road Test Scores, Reliability, and Owner Satisfaction to indicate we have test or survey data on several versions.

Acura Integra ✓

71 OVERALL SCORE

Acura resurrected the Integra name for its entry-level four-door hatchback. It's essentially an upscale version of the Civic and is powered by a 200-hp, 1.5-liter turbo four-cylinder shared with the sporty Civic Si. The top version, the Type S comes with a 320-hp, 2.0-liter turbo four paired to a 6-speed manual. Most versions come with a continuously variable transmission, which dilutes the Integra's sporting pretense; we much prefer the slick-shifting six-speed manual. Handling is responsive, but the ride is choppy and the car suffers from excessive road noise. The controls are simple but are barely differentiated from the Civic's, and the same goes for much of the interior design and layout. As such, the Integra lacks the premium ambience of its entry-level luxury competitors. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$31,500-$50,800
BASE PRICE RANGE

79 ROAD TEST	⇈ ADAS
⦶ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: A-Spec, Base, Tech, Type S

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (200 hp); 2.0-liter 4 turbo (320 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,095**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Electric Motor			
EV Battery			
EV Charging			
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Acura MDX ✓

70 OVERALL SCORE

The MDX is a functional three-row midsized luxury SUV that's priced lower than German competitors. The standard 290-hp V6 engine is slick and is paired with a 10-speed automatic, a powertrain that works well. Fuel economy is 20 mpg overall. The top-of-the-line Type S has a smooth, powerful 355-hp, 3.0-liter turbo V6. The ride is comfortable, and handling is secure but mundane. The front seats are wide and supportive, and the interior is well-made. The rear seat's midsection is removable, which creates an aisle to the third row. The MDX's biggest knock is the infotainment system's reliance on a finicky touchpad to interact with the screen; we found it very distracting to use, forcing the driver to look too long at the screen and away from the road. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$49,850-$73,500
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
⦶ RELIABILITY	⦶ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advance, A-Spec, Base, Tech, Type S, Type S Advance

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter V6 turbo (355 hp); 3.5-liter V6 (290 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **79**
Height (in.) **67**
Wheelbase (in.) **114**
Weight (lb.) **4,495**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **37**
Towing Capacity (lb.) **5,000**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↑	↓
Engine, Major		⇈	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		↑	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		⇈	⇈
Climate System		⇈	↑
Suspension		↑	⦶
Brakes		⦶	⦶
Exhaust		⇈	⇈
Paint/Trim		⇈	⦶
Noises/Leaks		⇈	⇊
Body Hardware		⇈	⦶
Power Equipment		⦶	⇈
In-Car Electronics		⇈	⇊

⇊ ↓ ! ↑ ⇈ WORSE —— BETTER | ✓ RECOMMENDED

Acura RDX ✓

81 OVERALL SCORE

The RDX drives nicely, but it has very confusing and distracting controls that diminish its daily drivability. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic. It's an energetic powertrain once it gets past some initial hesitation off the line. We got 22 mpg overall, which is a bit below average for the class. The RDX feels lively and engaging, thanks to its nimble handling. The fussy touchpad, which is the only way to interact with the infotainment screen, is frustrating to use. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector also takes some practice to master. The seats are comfortable, and the interior room is on a par with the class. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$44,050-$53,850
BASE PRICE RANGE

80 ROAD TEST	⇈ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advance, A-Spec, A-Spec Advance, Base, Tech

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (272 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **108**
Weight (lb.) **4,005**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **940**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **1,500**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↓	⇈	⇈
Body Hardware	!	!	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	!	!	⇊

Acura TLX ✓

68 OVERALL SCORE

The sleek TLX is larger than competing compact sports sedans, yet it isn't any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder and 10-speed automatic make for an energetic pairing but return an unimpressive 23 mpg overall. Front-wheel drive is standard, with all-wheel drive optional. A sporty Type S version with AWD uses a stronger 355-hp, 3.0-liter turbo V6, and is quite capable when the road gets twisty. While the TLX's ride is comfortable and handling is nimble, there's too much road and engine noise, undermining the premium pretense. The front seats are supportive, but the rear seat is tight, and the car's low stance hurts access. The touchpad-based infotainment system is very distracting to use. AEB with pedestrian detection and AEB highway come standard. BSW and RCTW are optional.

$40,050-$62,000
BASE PRICE RANGE

66 ROAD TEST	↑ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Advance, A-Spec, PMC, Standard, Tech, Type S

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (272 hp); 3.0-liter V6 turbo (355 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **75**
Height (in.) **56**
Wheelbase (in.) **113**
Weight (lb.) **3,965**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	*	*
Engine, Major	⇈	*	*
Engine, Minor	↓	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	*
Electrical	⇈	*	*
Climate System	!	*	*
Suspension	⇈	*	*
Brakes	⇈	*	*
Exhaust	⇈	*	*
Paint/Trim	↓	*	*
Noises/Leaks	⇊	*	*
Body Hardware	⇈	*	*
Power Equipment	⇈	*	*
In-Car Electronics	⇊	*	*

Acura ZDX

NA
OVERALL SCORE

With the ZDX, Acura finally gets an electric vehicle. Like the Honda Prologue, the ZDX is being co-developed with General Motors, sharing much of its platform with the Cadillac Lyriq. The ZDX A-Spec version is available with single or dual electric motors. The single motor produces an estimated 340 hp. Horsepower for the dual-motor version has not been indicated. The RWD version has an estimated range of 325 miles while the AWD one is expected to go 315 miles on a charge. The performance-oriented Type S has dual electric motors making 500 hp and a range of about 288 miles. All versions use a 102-kWh battery. The cabin features an 11-inch digital instrument panel and an 11.3-inch infotainment touchscreen. Many of the interior controls, including the steering wheel and stalks, are sourced from GM. AEB with pedestrian detection, BSW, and RCTW are standard. A rebranded version of GM's Super Cruise hands-free active driving assistant is available.

$60,000-$75,000E
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: A-Spec, Type S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (340 hp); Electric (500 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **77**
Height (in.) **64**
Wheelbase (in.) **122**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Electric
EPA Combined mpge **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Alfa Romeo Giulia

56
OVERALL SCORE

Alfa's compact luxury sedan corners and steers like a sports car. The standard 280-hp, 2.0-liter turbo four-cylinder is mated to an eight-speed automatic and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than many of its competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and a limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$43,075-$80,875
BASE PRICE RANGE

71 ROAD TEST	⏫ ADAS
⌄ RELIABILITY	⌃ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Competizione, Quadrifoglio, Sprint, Ti, Veloce
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,695**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ | ↑ ⇈
WORSE — BETTER

✓
RECOMMENDED

Alfa Romeo Stelvio

57
OVERALL SCORE

The Stelvio compact luxury SUV delivers fantastic handling that makes it fun to drive on a twisty road. But it forces owners to contend with a few annoying quirks on a daily basis. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride is somewhat jittery, the suspension absorbs bumps rather well. The high-performance Quadrifoglio version is even sportier, but at the expense of ride comfort. Among the constant annoyances are a driving position with a limited range of seat adjustments and obstructed rear and side visibility. Alfa recently made the infotainment system more user-friendly. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$45,375-$86,775
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
↓ RELIABILITY	| SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Competizione, Quadrifoglio, Sprint, Ti, Veloce

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **111**
Weight (lb.) **4,020**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **990**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Alfa Romeo Tonale

56
OVERALL SCORE

The Tonale SUV is the latest addition to the Alfa Romeo line. The Jeep Compass-based Tonale slots under the Stelvio in price and size. It comes as a standard plug-in hybrid. A 1.3-liter turbocharged engine drives the front wheels, while an electric motor powers the rear, giving the Tonale a combined, well integrated 285 hp and standard all-wheel drive. The EPA estimates 33 miles of electric drive and fuel economy of 29 mpg combined when it operates as a hybrid. The ride is stiff, the cabin is loud, and the interior doesn't feel commensurate with the SUV's price. Handling is rather mundane, lacking the Alfa Romeo brand's sporty edge. As a member of the Stellantis conglomerate, the Tonale is related to the Dodge Hornet and gets the Uconnect 5 infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$42,995-$47,995
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Sprint, Ti, Veloce

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.3-liter 4 hybrid (285 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **104**
Weight (lb.) **4,210**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,250**
Cargo Volume, cu.ft. **24.5**
Towing Capacity (lb.) **2,000**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Audi A3 ✔

76 OVERALL SCORE

The A3 packs a solid and upscale feel into a small package. A recent redesign included infotainment and connectivity upgrades that trickled down from larger Audis. The front seats are comfortable, and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbocharged four-cylinder and a seven-speed dual-clutch automatic with a mild hybrid setup come standard. The transmission can be clunky and hesitant at low speeds, but once underway the A3 delivers responsive acceleration and outstanding fuel economy of 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable. Handling is nimble, but it's the S3 and RS 3 versions that are the true high-performance models. AEB with pedestrian and cyclist detection is standard, but BSW and RCTW are optional.

$35,400-$61,700
BASE PRICE RANGE

85 ROAD TEST

⌃ ADAS

● RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Premium, Premium Plus, Prestige, RS 3, S3

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (306 hp); 2.5-liter 5 turbo (401 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **104**
Weight (lb.) **3,495**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Audi A4 ✔

71 OVERALL SCORE

One of the reasons the A4 is among the best luxury compact sports sedans is its enjoyable driving experience. The punchy 2.0-liter turbo four-cylinder is paired with a seven-speed dual-clutch automatic, driving all four wheels. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The driver's instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The Allroad wagon adds versatility, and the sportier S4 uses a turbo V6. The A5 coupe, convertible, and hatchback are based on the A4. AEB with pedestrian and cyclist detection is standard, but BSW and RCTW are optional.

$41,200-$53,800
BASE PRICE RANGE

88 ROAD TEST

⌃ ADAS

● RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon

TRIM LINES: allroad, Premium, Premium Plus, Prestige, S4

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (261 hp); 3.0-liter V6 turbo (349 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **73**
Height (in.) **56**
Wheelbase (in.) **111**
Weight (lb.) **3,630**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	*	●
Engine, Major	⏫	*	⏫
Engine, Minor	⏬	*	⏫
Engine, Cooling	⏫	*	⏫
Transmission, Major	⏫	*	⏫
Transmission, Minor	⏫	*	⏫
Drive System	⏫	*	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏬	*	⏫
Electrical	⏫	*	⏫
Climate System	⏫	*	⏫
Suspension	⏫	*	⏫
Brakes	⏫	*	⌄
Exhaust	⏫	*	⏫
Paint/Trim	⏫	*	⏫
Noises/Leaks	⏫	*	⏫
Body Hardware	●	*	⌄
Power Equipment	●	*	⏫
In-Car Electronics	⏬	*	⏬

Audi A6 ✓

76 OVERALL SCORE

Most versions of the midsized A6 come with a 2.0-liter turbo four-cylinder engine, while a 3.0-liter turbo V6 is optional. The seven-speed dual-clutch automatic can be short on refinement at low speeds, and the car hesitates a bit from a rolling stop. Ultimately, the 2.0-liter proved to be plenty energetic and returned a commendable 26 mpg overall in our tests. Good agility through corners makes the A6 feel sporty. The ride is taut and firm but still comfortable. The quiet cabin is a delight in terms of fit and finish, and the supportive front seats are extremely comfortable. The infotainment system is daunting to use at first but ultimately is logical. The high-performance RS 6 wagon uses a 4.0-liter turbo V8. AEB with pedestrian and cyclist detection come standard, but BSW and RCTW are optional. The A7 is a stylish four-door hatchback.

$57,300-$125,800
BASE PRICE RANGE

91 ROAD TEST	🔼 ADAS
● RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon
TRIM LINES: Allroad, Premium, Premium Plus, Prestige, RS 6, S6
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (621 hp)
TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **115**
Weight (lb.) **4,015**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Audi A8 ✓

74 OVERALL SCORE

Audi's flagship features a smooth, powerful turbo V6 and a slick eight-speed automatic. Together, they returned 21 mpg overall in our tests, which is impressive for a large all-wheel-drive sedan. A high-performance S8 comes with a turbo V8 engine. The infotainment system looks complex at first, but we found it to be logical to use. The lack of physical controls is not ideal, but we like how the touchscreen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive but not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, while the rear seat has limolike room. AEB with pedestrian detection and AEB highway come standard. BSW and RCTW are optional, a serious oversight for a car in this price range.

$88,900-$120,600
BASE PRICE RANGE

91 ROAD TEST	🔼 ADAS
● RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 55 TFSI, S8
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (563 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **209**
Width (in.) **77**
Height (in.) **59**
Wheelbase (in.) **123**
Weight (lb.) **4,810**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Audi Q3 ✓

70 OVERALL SCORE

The Q3 is a pleasant-driving SUV that packs luxury and practicality into a small package. A 228-hp, 2.0-liter turbo four-cylinder paired with an eight-speed automatic makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The 23 mpg overall fuel economy isn't stellar, but at least the Q3 takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touchscreen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$37,000-$42,200
BASE PRICE RANGE

82 ROAD TEST	⏫ ADAS
● RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Premium, Premium Plus

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (184 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **73**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **3,880**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,090**
Cargo Volume, cu.ft. **24.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	⏬	*
Engine, Major	⏫	⏫	*
Engine, Minor	⏫	⏫	*
Engine, Cooling	⏫	⏫	*
Transmission, Major	⏫	🔽	*
Transmission, Minor	⏫	⏫	*
Drive System	⏫	🔽	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	●	⏬	*
Electrical	⏫	⏫	*
Climate System	⏫	⏬	*
Suspension	⏫	🔽	*
Brakes	⏬	⏬	*
Exhaust	⏫	🔽	*
Paint/Trim	⏫	⏫	*
Noises/Leaks	⏬	🔽	*
Body Hardware	⏫	⏫	*
Power Equipment	●	⏫	*
In-Car Electronics	⏫	🔽	*

Audi Q4 E-Tron ✓

69 OVERALL SCORE

The Q4 E-Tron electric SUV shares its platform with Volkswagen's ID.4. The 50 E-Tron Quattro we tested has an 82-kWh battery pack with a 295-hp, dual-motor setup and AWD. Driving range is an EPA-estimated 236 miles. It can accept a charging output of 150 kW when using a DC fast charger in public places. Level 2 home charging from empty takes less than eight hours, according to Audi. Power delivery is smooth, quiet, and effortless, and acceleration is measured rather than abrupt as with some EVs. Handling is responsive, and the ride is firm but composed. The nicely-finished interior has an uncluttered design, and the front seats are comfortable and supportive. There's also a 201-hp, rear-drive 40 E-Tron with a 265-mile driving range. The Q4 Sportback E-Tron is a coupe-like version that compromises cargo space. Most of the latest active safety features come standard.

$49,800-$65,200
BASE PRICE RANGE

76 ROAD TEST	⏫ ADAS
● RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Premium, Premium Plus, Prestige

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); Electric (295 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **5,590**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,645**

FUEL
Electric
CR Overall mpge **95**

RELIABILITY HISTORY

	'21	**'22**	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

⇊ ↓ ❘ ↑ ⇈ ✓

WORSE — BETTER RECOMMENDED

Audi Q5

67 OVERALL SCORE

The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. Fit and finish is impressive, and the seats are comfortable and supportive. The 55 TFSI e plug-in hybrid version has a claimed electric-only range of 23 miles. A coupelike Sportback version and a high-performance SQ5 are also available. AEB with pedestrian detection, BSW, and RCTW are standard. Highway-speed AEB and adaptive cruise control with stop-and-go capability are now standard.

$44,600-$68,500
BASE PRICE RANGE

82 ROAD TEST	⇈ ADAS
❘ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Plug-in hybrid, Premium, Premium Plus, Prestige, SQ5

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (201 hp, 261 hp); 2.0-liter 4 hybrid (362 hp); 3.0-liter V6 turbo (349 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **75**
Height (in.) **65**
Wheelbase (in.) **111**
Weight (lb.) **4,140**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **27**
Towing Capacity (lb.) **4,400**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	❘
Engine, Major	⇈	❘	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	↑
Climate System	❘	↓	⇈
Suspension	⇊	⇈	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	↑	⇈
Noises/Leaks	❘	↑	⇈
Body Hardware	↓	❘	❘
Power Equipment	↓	⇊	❘
In-Car Electronics	⇊	↓	↓

Audi Q7 ✓

76 OVERALL SCORE

The Q7 is one of the most impressive three-row luxury SUVs. With its optional turbocharged V6 it is quick, quiet, and effortless. Agile handling and a beautiful interior complete the package. A 2.0-liter turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The excellent first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice. The SQ7 uses a 500-hp, 4.0-liter turbo V8. The Q8 is a sportier five-seat version of the Q7. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$59,500-$65,300
BASE PRICE RANGE

87 ROAD TEST	⇈ ADAS
❘ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Premium, Premium Plus, Prestige, SQ7

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (261 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (500 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **118**
Weight (lb.) **5,080**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,365**
Cargo Volume, cu.ft. **35.5**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	*	*
Engine, Major	⇈	*	*
Engine, Minor	❘	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	↑	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	*	*
Electrical	⇊	*	*
Climate System	⇈	*	*
Suspension	↑	*	*
Brakes	↑	*	*
Exhaust	⇈	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	⇊	*	*
Body Hardware	⇊	*	*
Power Equipment	↑	*	*
In-Car Electronics	⇊	*	*

Audi Q8 E-Tron ✓

70
OVERALL SCORE

A 2024 freshening added the Q8 name to the E-Tron, along with a larger battery that gives the SUV a 285-mile driving range, a 65-mile increase over the original model. Horsepower is increased from 355 to 402. A three-motor SQ8 version brings 496 hp and an EPA estimated range of up to 253 miles. The DC fast charger acceptance rate is now 170 kW. This all-electric luxury midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a standard air suspension for a supremely comfortable ride. It's quick and super-quiet, which makes the Q8 E-Tron glide along smoothly and effortlessly. Although handling is responsive, it's no match for the BMW iX or Jaguar I-Pace. A sleeker version called the Sportback is available. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$74,400-$98,600
BASE PRICE RANGE

86 ROAD TEST	⏫ ADAS
🟡 RELIABILITY	🟡 SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV

TRIM LINES: Launch Edition, Premium, Premium Plus, Prestige, SQ8

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (402 hp); Electric (496 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **76**
Height (in.) **66**
Wheelbase (in.) **115**
Weight (lb.) **5,795**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **28**
Towing Capacity (lb.) **4,000**

FUEL
Electric
CR Overall mpge **81**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

BMW 2 Series ✓

80
OVERALL SCORE

The 2 Series Coupe is a thoroughbred BMW using a more performance-oriented RWD platform than the 2 Series Gran Coupe's. In 230i guise it has a 255-hp, turbo four-cylinder, while the M240i gets a 382-hp, turbo inline-six. Both come with rear- or all-wheel drive. The eight-speed automatic is smooth and quick. The 453-hp M2 can be had with a six-speed manual. Even with the base engine the car pulls strongly and the engine sounds lovely, and it managed a commendable 31 mpg overall in our testing. Handling is agile, and the ride is taut yet refined. The cabin is nicely finished, and the front seats are comfortable, though the rear seat is tight. For 2023, the infotainment system gets a large, curved screen that serves as the climate and media interface. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional.

$38,400-$63,200
BASE PRICE RANGE

85 ROAD TEST	🔼 ADAS
🔼 RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: coupe

TRIM LINES: 230i, M2, M240i

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (453 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **72**
Height (in.) **55**
Wheelbase (in.) **108**
Weight (lb.) **3,440**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **755**
Cargo Volume, cu.ft. **10**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	**'22**	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW 2 Series Gran Coupe ✓

74
OVERALL SCORE

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 small SUV. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based design shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional.

$38,400-$48,300
BASE PRICE RANGE

76 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 228i, 228i xDrive, M235i xDrive

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (301 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **71**
Height (in.) **56**
Wheelbase (in.) **105**
Weight (lb.) **3,475**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **930**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW 3 Series ✓

78
OVERALL SCORE

The 3 Series blends driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy 2.0-liter turbo four-cylinder paired with a smooth and responsive eight-speed automatic. Rear-wheel drive is standard, with all-wheel drive available. Handling is nimble, but the ride is quite firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is not as logical as previous versions, and most climate control buttons have been moved into the touchscreen. The M340i uses a 3.0-liter turbo six-cylinder, which is a gem of a powertrain. A track-ready M3 and a 330e plug-in hybrid are also available. AEB with pedestrian and cyclist detection is standard, but AEB highway, BSW, and RCTW are optional. The 4 Series is a sleeker coupe or convertible version.

$44,500-$118,700
BASE PRICE RANGE

86 ROAD TEST	! ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 330e, 330i, M3, M340i, M3 Competition

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 hybrid (288 hp); 3.0-liter 6 turbo (382 hp, 473 hp, 503 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,640**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	!
Engine, Major	!	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	!	!	⇈
Suspension	↑	⇈	⇈
Brakes	!	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	⇈	↓
Power Equipment	↑	⇈	!
In-Car Electronics	⇈	↑	⇈

BMW 5 Series

NA
OVERALL SCORE

The redesigned 5 Series follows in the footsteps of the new 7. For the first time ever, the 5 Series is available with both gasoline and all-electric powertrains. Gasoline engine options are either a 255-hp, 2.0-liter turbocharged four-cylinder or a 375-hp, 3.0-liter turbocharged inline-six. Both engines are mated to an eight-speed automatic transmission. The single-motor i5 eDrive40 produces 335 hp, and the two-motor M60 xDrive makes 590 hp. BMW estimated 295 miles of driving range for the rear-wheel drive, and up to 256 miles for the all-wheel drive. The interior is luxurious and high-tech, and features an all-digital instrument display and a massive 14.9-inch center touchscreen. A full suite of active safety and driver assistance features is standard, and a hands-free driving assist system is optional.

$57,900-$84,100
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 530i, 540i, i5 eDrive40, i5 M60 xDrive

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (335 hp); Electric (590 hp); 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **75**
Height (in.) **60**
Wheelbase (in.) **118**
Weight (lb.) **4,160**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL
Electric or premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	↑	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	●	*
Electrical	↑	⇈	*
Climate System	↑	⇊	*
Suspension	⇈	⇈	*
Brakes	⇊	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↑	*
Noises/Leaks	↑	⇈	*
Body Hardware	⇈	⇊	*
Power Equipment	⇈	↑	*
In-Car Electronics	↑	↑	*

BMW 7 Series

NA
OVERALL SCORE

In redesigning the 7 Series BMW also introduced an EV version called the i7. The flagship is available with twin-turbo inline six-cylinder and V8 engines. The V8-powered 760i xDrive has all-wheel drive. Gas models have an eight-speed automatic and a 48-volt mild-hybrid system to optimize fuel economy and support accessories. The AWD i7 is rated for a maximum 318 miles of range. The interior is super luxurious and the rear seat is very roomy with or without the optional lounge seating that allows reclining. Ride comfort is superb, the cabin is quiet, handling is agile thanks to the rear steering, and power is abundant. AEB with pedestrian detection, BSW, and RCTW are standard. A hands-free highway driving assistance feature that works at speeds up to 85 mph is available. New for 2024 is a 650-hp M70 xDrive i7 with up to 295-mile range.

$96,400-$168,500
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 740i, 750e xDrive, 760i xDrive, i7 eDrive50, i7 xDrive60, M70 xDrive

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (449 hp, 536 hp, 650 hp); 3.0-liter 6 turbo (375 hp); 3.0-liter 6 hybrid (483 hp); 4.4-liter V8 turbo (536 hp)

TRANSMISSIONS: 8-speed automatic; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **212**
Width (in.) **77**
Height (in.) **61**
Wheelbase (in.) **127**
Weight (lb.) **5,095**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,125**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Electric or premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW i4 ✓

83 OVERALL SCORE

The i4 is a low-slung EV hatchback that is based on a modified 3 Series platform. It's quick, agile, and has an impeccably-finished interior. New for 2024, the 396-hp, all-wheel-drive xDrive40 has the longest EPA-estimated driving range in the lineup, at 307 miles. The 536-hp, all-wheel-drive M50 we tested delivers thrilling, effortless acceleration along with power, but has a lower range of 269 miles. We were able to gain 65 miles of range in 15 minutes at public DC fast-charging venues, thanks to the i4's competitive 195 kW max acceptance rate. The ride is taut yet compliant, and the cabin is wonderfully silent. The front seats are comfortable and supportive, but rear-seat space is tight. BMW's latest infotainment system packs too many controls into the touchscreen, adding to driver distraction. Standard active safety systems include AEB with pedestrian and cyclist detection, BSW, and RCTW. AEB-highway is optional.

$52,200-$69,700
BASE PRICE RANGE

91 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: eDrive35, eDrive40, M50, xDrive40
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (281 hp); Electric (335 hp); Electric (396 hp); Electric (536 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **5,020**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **10**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **96**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	!
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	⇈
Electric Motor		*	⇈
EV Battery		*	⇈
EV Charging		*	⇊
Fuel System			
Electrical			
Climate System		*	⇈
Suspension		*	⇈
Brakes		*	⇈
Exhaust			
Paint/Trim		*	⇈
Noises/Leaks		*	⇈
Body Hardware		*	⇈
Power Equipment		*	↑
In-Car Electronics		*	⇈

BMW iX ✓

84 OVERALL SCORE

The impressive iX electric SUV is about the size of the X5. It is super quick and quiet, delivers a plush ride, agile handling, and has a uniquely stylish cabin. It employs two motors to give it all-wheel-drive capability. The EPA-estimated driving range is a commendable 324 miles. The airy interior is luxurious and uncluttered, but the controls are complicated because too many functions require interfacing with the infotainment screen. Maximum acceptance rate of 195 kilowatts in public DC fast-charging locations is competitive. Home charging from empty on 240 volts takes 11 hours, which is not surprising, given the large 111-kilowatt-hour battery. AEB with pedestrian detection, BSW, and RCTW come standard. The optional driving assistance suite includes ACC and LCA.

$87,100-$111,500
BASE PRICE RANGE

91 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: M60, xDrive50
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (516 hp); Electric (610 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **77**
Height (in.) **68**
Wheelbase (in.) **118**
Weight (lb.) **5,680**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,065**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **1,000**

FUEL
Electric
CR Overall mpge **86**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

BMW X1 ✓

79
OVERALL SCORE

The redesigned X1 gained power, fuel efficiency, and new features, but the controls are less intuitive than before. The turbo four-cylinder engine is very responsive and the seven-speed dual-clutch automatic shifts smoothly, but the initial takeoff is abrupt. As with the prior generation, the X1 is based on a front-drive platform, although all-wheel drive is standard. The ride is stiff, but handling is agile and secure. The new control layout forgoes BMW's ubiquitous iDrive controller knob and relies on the touchscreen alone; most climate adjustments are now done through the screen, which is distracting while driving. The seats are very comfortable, the cabin has stylish details, and the floating center console frees up space for the driver's right knee. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard.

$39,100-$49,900
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
● RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M35i xDrive, xDrive28i

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 turbo (312 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,765**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **995**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW X2

NA
OVERALL SCORE

The 2024 BMW X2 is larger than the previous model, adding some rear seat room, a longer wheelbase, and increased cargo space. It continues to be the coupe-like version of the X1 SUV, which was redesigned for 2023. The new X2 finally features blind spot warning and also features a host of new tech upgrades, including a larger, dash-dominating display. The entry-level xDrive28i has a 241-hp, 2.0-liter turbocharged four-cylinder. The sportier M35i xDrive comes with a 312-hp, 2.0-liter turbocharged engine. A seven-speed dual-clutch automatic transmission and all-wheel drive are standard. The new infotainment system has BMW's latest operating system. Standard active safety systems include AEB with pedestrian detection and BSW.

$42,000-$51,400
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
● RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M35i xDrive, xDrive28i

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 turbo (312 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **180**
Width (in.) **73**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **3,805**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	

BMW X3 ✓

86 OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities, advanced interior technology, and comes standard with many active safety features. The majority of X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine that delivers quick acceleration and returns 24 mpg overall in our tests. The up-level M40i gets a 382-hp turbo six-cylinder. Both use an eight-speed automatic that is smooth and responsive. The X3 is super-quiet inside, with excellent fit and finish. Handling is responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard AEB with pedestrian detection, BSW, and RCTW. AEB Highway is optional. The X4 is a coupelike version.

$46,900-$75,500
BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M, M40i, sDrive30i, xDrive30i

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,220**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	!	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↓	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↑
Noises/Leaks	⇈	↑	⇈
Body Hardware	⇈	⇈	↑
Power Equipment	↑	⇈	↑
In-Car Electronics	⇈	⇈	⇈

BMW X5 ✓

92 OVERALL SCORE

The X5 is one of the best vehicles we've ever tested, and it is receiving some updates for the 2024 model year. One of the biggest changes is a wide, curved screen that houses BMW's latest iDrive 8 infotainment system. Many of the physical climate controls have been removed in favor of touchscreen-based buttons. The standard 3.0-liter turbo six cylinder engine now makes 375 hp. The version we that tested was quick and smooth, yet we got a decent 23 mpg overall. We don't think there is any need to opt for the V8-powered xDrive50i. The ride is comfortable and impressively steady and composed. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Standard active safety features include AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW. The X6 is a sportier, coupelike version of the X5.

$65,200-$122,300
BASE PRICE RANGE

94 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M60i xDrive, M Competition, sDrive40i, xDrive40i, xDrive50e

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (375 hp); 3.0-liter 6 hybrid (483 hp); 4.4-liter V8 turbo (523 hp, 617 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **117**
Weight (lb.) **4,740**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **7,200**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	⇈
Engine, Major	!	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↓	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	↑	↑	↑
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	⇊	⇈
In-Car Electronics	!	↑	⇈

BMW X7 ✓

78
OVERALL SCORE

BMW's luxurious three-row SUV got a recent freshening with a new face and a wide, curved screen inside that houses the gauges and the climate and infotainment functions, with the same complicated iDrive 8 operating system in the BMW iX. The base xDrive40i gets a turbo inline-six engine with 40 more hp. The eight-speed automatic shifts smoothly. This gem of a powertrain provides ample acceleration and respectable fuel economy. The comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The interior is incredibly quiet and richly furnished. The M60i xDrive's V8 gets a mild hybrid system. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard.

$81,900-$149,400
BASE PRICE RANGE

90 ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Alpina XB7, M60i, xDrive40i

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (375 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (631 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **122**
Weight (lb.) **5,285**
% Weight Front/Rear **47/53**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **26**
Towing Capacity (lb.) **7,500**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW Z4 ✓

80
OVERALL SCORE

The Z4 is a sporty two-seat roadster that comes with a 2.0-liter turbo four-cylinder that delivers prompt acceleration, an invigorating exhaust sound, and good fuel economy. A 3.0-liter turbo six-cylinder is also available. The eight-speed automatic shifts with authority, but a manual transmission is not available. The Z4's handling is super-nimble, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive infotainment system takes some time to master, but it proves to be intuitive with experience. AEB with pedestrian detection is standard. AEB Highway, BSW, and RCTW are optional.

$53,600-$66,300
BASE PRICE RANGE

86 ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: convertible

TRIM LINES: 30i, M40i

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **73**
Height (in.) **51**
Wheelbase (in.) **97**
Weight (lb.) **3,290**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **465**
Cargo Volume, cu.ft. **10**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

▼▼ ▼ ! ▲ ▲▲ WORSE — BETTER ✓ RECOMMENDED

Buick Enclave ✓

77 OVERALL SCORE

Recently freshened, the large Enclave has a revised exterior, and most of the active safety features that were previously optional have become standard. It is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got only 18 mpg overall in our tests, however, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively spacious for the class. The infotainment system is easy to use, and connectivity features abound. The new electronic gear selector is improved but still requires looking down at it to select the right gear. AEB with pedestrian detection, BSW, and RCTW are standard.

$43,900-$59,500
BASE PRICE RANGE

82 ROAD TEST	▲ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Avenir, Essence, Premium
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 3.6-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **205**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **121**
Weight (lb.) **4,690**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,625**
Cargo Volume, cu.ft. **48.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	▼	▲
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲▲	!	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲	▲▲	▲▲
Drive System	▲▲	▼	▲▲
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲	▼	▲▲
Suspension	▲	▲▲	▲▲
Brakes	▼▼	▲▲	▲
Exhaust	▼▼	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲▲
Noises/Leaks	▼▼	▼▼	▲
Body Hardware	▲▲	▼	▲▲
Power Equipment	▲	!	!
In-Car Electronics	▲	!	▲

Buick Encore GX

63 OVERALL SCORE

The Encore GX subcompact SUV recently received a freshening that brought a new infotainment system, an upscale Avenir version, a new logo, and updated styling. The front-wheel-drive versions come with either a 1.2-liter turbo three-cylinder or a slightly more powerful 1.3-liter turbo three-cylinder which are both mated to a CVT. The AWD has the 1.3-liter hooked up to a nine-speed automatic. In our tests we found that the all-wheel-drive GX pulls strongly, but the engine sounds gravelly and produces some vibrations, especially at low speeds. Handling is responsive and secure, but the ride skews firm. There are some luxury touches, but they are unevenly applied throughout the cabin, and the rear seat is tight. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is not available.

$25,600-$33,500
BASE PRICE RANGE

68 ROAD TEST	▲ ADAS
! RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Avenir, Preferred, ST
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)
TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **102**
Weight (lb.) **3,310**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **23**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▼	▼	▼
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▼▼	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▼▼	▼▼	▼▼
Suspension	▲▲	▼▼	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▼	▼▼	▲▲
Noises/Leaks	▼▼	▼▼	▲▲
Body Hardware	▼	▼▼	▼▼
Power Equipment	▼▼	▲▲	▲▲
In-Car Electronics	▲▲	▼	▲▲

Buick Envision ✓

69 OVERALL SCORE

The Envision is a pleasant if unexciting compact SUV that is typically priced in the low $40,000s. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. Front- and all-wheel drive are available. The Envision rides smoothly and is quiet, although the larger 20-inch tires that come on the top Avenir trim compromise ride comfort. Handling isn't particularly nimble, but it's very secure. The infotainment screen is easy to use, but the push-pull electronic gear selector setup takes getting used to because it's hard to operate without looking down. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW. AEB Highway is optional.

$33,400-$47,460
BASE PRICE RANGE

77 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Avenir, Essence, Preferred
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (228 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **74**
Height (in.) **63**
Wheelbase (in.) **109**
Weight (lb.) **3,965**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **28**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↑	↓
Engine, Major	↓	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	!	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↓	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	↓	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	!
Noises/Leaks	↓	↑	⇈
Body Hardware	↓	⇈	⇊
Power Equipment	⇈	⇈	!
In-Car Electronics	↑	!	↑

Buick Envista

NA OVERALL SCORE

The Buick Envista is an all-new replacement for the Encore, Buick's previous subcompact SUV. This front-wheel-drive elevated hatchback slots below the Encore GX and like its Chevy Trax sibling. Pricing starts in the low-$20,000 and the car is well equipped with advanced safety features and wireless Apple CarPlay. Even a heated steering wheel is a low cost option. The sole engine is a turbocharged 1.2-liter turbo three-cylinder engine that supplies readily available acceleration. We measured 31 mpg overall in our test of the Trax. The six-speed automatic transmission isn't the smoothest and neither is the ride. Handling is mundane but secure. The cabin is a bit drab but it's surprisingly roomy and the controls are easy to use. While AEB, LDW, and LKA are standard, BSW, RCTW, and adaptive cruise control are optional.

$22,400-$28,600
BASE PRICE RANGE

NA ROAD TEST	! ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Avenir, Preferred, ST
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 turbo (137 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **106**
Weight (lb.) **3,030**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **21**
Towing Capacity (lb.) **NR**

FUEL
Regular
EPA Combined mpg **30**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Cadillac CT4 ✓

70
OVERALL SCORE

The Cadillac CT4 is the only gas-powered compact luxury sedan from an American brand. Its handling, braking, and steering befit a vehicle of its class. The standard engine is a 237-hp, 2.0-liter turbo four-cylinder with an eight-speed automatic. The sportier CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. The Blackwing version, with a 3.6-liter turbo V6, is a true track-ready rocket ship. Rear- and all-wheel-drive are available. The 2.0-liter engine is responsive, but it doesn't sound particularly refined. Handling is agile, and the ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top-notch. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional. GM's Super Cruise active driving assistance system is available.

$34,595-$61,495
BASE PRICE RANGE

78 ROAD TEST	⌃ ADAS
ǀ RELIABILITY	ǀ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Blackwing, Luxury, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (237 hp); 2.7-liter 4 turbo (310 hp); 2.7-liter 4 turbo (325 hp); 3.6-liter V6 turbo (472 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **109**
Weight (lb.) **3,625**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **1,000**

FUEL
Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac CT5 ✓

69
OVERALL SCORE

The CT5 midsized luxury sedan drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbo four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbo V6. Both are paired with a 10-speed automatic that tends to delay upshifting, in turn making the engine rev more than it needs to. The supercharged V8-powered Blackwing can be had with a six-speed manual transmission. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the electronic gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional. GM's Super Cruise partially automated driving system is also available.

$38,395-$93,495
BASE PRICE RANGE

76 ROAD TEST	⌃ ADAS
ǀ RELIABILITY	ǀ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Blackwing, Luxury, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (237 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 turbo (360 hp); 6.2-liter V8 supercharged (668 hp)

TRANSMISSIONS: 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **116**
Weight (lb.) **3,865**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **1,000**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac Escalade

63 OVERALL SCORE

The super-roomy, three-row Escalade is much more luxurious and high-tech than its Chevrolet Tahoe and Suburban siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though its 16 mpg overall is dismal. A six-cylinder diesel, which gets better fuel mileage, is available. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure, and the SUV rides comfortably. The plush, quiet, and high-tech interior includes a large infotainment display that's relatively easy to use. AEB with pedestrian detection is standard, but BSW and RCTW aren't. The Super Cruise active driving assistance system is optional. The high-performance V version has a 682-hp, 6.2-liter supercharged V8 and all-wheel drive.

$81,895-$155,295
BASE PRICE RANGE

72 ROAD TEST	🟡 ADAS
🟡 RELIABILITY	🟢 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: ESV, Luxury, Platinum, Premium Luxury, Sport, V

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 6.2-liter V8 (420 hp); 6.2-liter V8 supercharged (682 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **81**
Height (in.) **77**
Wheelbase (in.) **121**
Weight (lb.) **5,950**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,580**
Cargo Volume, cu.ft. **56**
Towing Capacity (lb.) **8,000**

FUEL
Regular or premium or diesel
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac Lyriq

NA OVERALL SCORE

Cadillac's first EV has a sleek profile that looks more like a raised wagon than a typical SUV. Rear and all-wheel-drive versions are available making 340-hp and 500-hp, respectively, with an EPA estimated range of 312 miles for the RWD version. Both are powered by a 102-kilowatt-hour battery. While the Lyriq's overall dimensions are similar to those of the XT6 SUV, the EV is lower and wider. Home charging can be relatively quick if using an 80-amp circuit, thanks to the Lyriq's 19.2-kW onboard charger, which is more powerful than the ones on most EVs. A maximum acceptance rate of 190 kW at public DC fast-charging locations is also competitive. The Lyriq offers the latest version of the Super Cruise active driving assistance system. Standard active safety and driving assistance features include AEB with pedestrian detection, BSW, RCTW, and LKA.

$57,195-$69,695
BASE PRICE RANGE

NA ROAD TEST	🟢 ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Sport, Tech

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (340 hp); Electric (500 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **64**
Wheelbase (in.) **122**
Weight (lb.) **5,610**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Electric
EPA Combined mpge **88**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

⇊ ↓ I ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Cadillac XT4

64 OVERALL SCORE

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 235-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The XT4's handling is quite nimble, and even though its ride is on the stiff side, it's on a par with most of its peers. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout. A 2024 refresh introduces a new infotainment system with curved displays that is borrowed from the Escalade. AEB with pedestrian and cyclist detection, BSW, and RCTW are standard.

$37,895-$44,495
BASE PRICE RANGE

76 ROAD TEST	↑ ADAS
I RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium Luxury, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (235 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **77**
Height (in.) **63**
Wheelbase (in.) **109**
Weight (lb.) **3,930**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Cadillac XT5 ✓

71 OVERALL SCORE

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the four-cylinder turbo feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious aura. The controls are easy to use, and the current electronic gear selector is better than the old L-shaped one. AEB with pedestrian detection comes standard; BSW and RCTW are standard on all but the base trim.

$43,895-$56,795
BASE PRICE RANGE

75 ROAD TEST	I ADAS
I RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium Luxury, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,300**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,620**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	I	I	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	I	⇈
Transmission, Minor	⇈	I	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↓	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇊	⇈	⇈
Exhaust	⇊	⇈	⇈
Paint/Trim	⇈	I	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	I	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	I	⇈

Cadillac XT6 ✓

72 OVERALL SCORE

Cadillac's three-row midsized SUV has responsive handling and drives like a smaller vehicle than it is. The ride is comfortable but doesn't stand out against competitors. A 2.0-liter turbo engine is standard. Front- and all-wheel drive are available. We tested it with the 3.6-liter V6 and smooth nine-speed automatic, a combination that packs a lot of power for merging and passing. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury niceties, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system and other controls are relatively easy to use. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional. Cadillac's Super Cruise partially automated driving system is also available.

$48,795-$60,295
BASE PRICE RANGE

76 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium Luxury, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 2 rear, 2 third

ENGINES: 2.0-liter 4 turbo (237 hp); 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **77**
Height (in.) **70**
Wheelbase (in.) **113**
Weight (lb.) **4,585**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,320**
Cargo Volume, cu.ft. **41**
Towing Capacity (lb.) **4,000**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Blazer

60 OVERALL SCORE

The Blazer midsized SUV seats five passengers and is focused more on styling and comfort than on utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. AEB with pedestrian detection is standard. BSW and RCTW are available on all but the base trim. For 2023 a 10-inch center screen is standard, and adaptive cruise control is more widely available. An electric version is coming soon.

$35,400-$45,700
BASE PRICE RANGE

78 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: LT, Premier, RS

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (228 hp); 3.6-liter V6 (308 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **77**
Height (in.) **67**
Wheelbase (in.) **113**
Weight (lb.) **4,235**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **1,705**
Cargo Volume, cu.ft. **34.5**
Towing Capacity (lb.) **4,500**

FUEL
Regular
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	!	⇊
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	↓	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	!
Transmission, Minor	!	⇊	!
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↓	⇈	↓
Suspension	↓	⇈	⇈
Brakes	↓	⇈	!
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↓
Noises/Leaks	⇈	⇊	⇈
Body Hardware	↓	↓	↓
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	↑	⇈

Chevrolet Blazer EV

NA OVERALL SCORE

The Blazer EV is based on GM's Ultium platform that underpins the latest automaker's electric models. This midsized SUV aims to meet the competition—such as the Ford Mustang Mach-E, Hyundai Ioniq 5, and VW ID.4—in terms of price, functionality, and range. It is offered in several trims, initially starting with the all-wheel drive RS trim with an estimated 279-mile range for $60,215. The all-wheel drive 2LT trim also gets the same estimated range. Other versions will arrive in spring 2024, including ones with front- or rear-wheel drive and a premium SS trim. The cockpit is fitted with two large screens: An 11-inch instrument panel display and a 17.7-inch infotainment screen. Features and services can be personalized, and upgraded, using GM's Ultifi software. The Blazer EV comes standard with FCW, AEB with pedestrian detection, BSW, and RCTW.

$51,800-$56,200
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 2LT, RS, SS
DRIVE WHEELS: Front, Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (557 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **NA**
Width (in.) **NA**
Height (in.) **NA**
Wheelbase (in.) **NA**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NA**

FUEL
Electric
EPA Combined mpge **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Chevrolet Camaro

68 OVERALL SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed on rough roads. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and the rear-seat room is extremely tight. A mighty ZL1 version, powered by a 650-hp, 6.2-liter supercharged V8 engine, is also available. The Camaro offers no AEB. BSW and RCTW are optional. 2024 is the final year for the sixth-generation Camaro.

$30,900-$78,100
BASE PRICE RANGE

85 ROAD TEST	Opt. ADAS
I RELIABILITY	I SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: LS, LT, SS, ZL1
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 supercharged (650 hp)
TRANSMISSIONS: 8-speed automatic; 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **188**
Width (in.) **75**
Height (in.) **53**
Wheelbase (in.) **111**
Weight (lb.) **3,730**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **725**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Colorado

NA
OVERALL SCORE

Looking much like the full-sized Silverado, the redesigned midsized Colorado pickup truck comes only in a crew-cab, short-bed configuration with a choice of turbocharged four-cylinder engines producing either 237 or 310 hp, and an eight-speed automatic. There is a choice of rear- or four-wheel drive. Competing directly with the Ford Ranger, three out of five trim levels are offered strictly in 4WD, each with a rising level of capability. Every Colorado features an 11-inch infotainment screen, with related apps for off-roading and trailering. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$29,200-$46,800
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: LT, Trail Boss, WT, Z71, ZR2

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.7-liter 4 turbo (237 hp); 2.7-liter 4 turbo (310 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **213**
Width (in.) **75**
Height (in.) **80**
Wheelbase (in.) **131**
Weight (lb.) **4,970**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,585**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular
EPA Combined mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↓	*
Engine, Major	↓	⇈	*
Engine, Minor	⇈	↑	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	↓	⇈	*
Transmission, Minor	⇈	⇊	*
Drive System	⇈	!	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↑	*
Climate System	↑	⇈	*
Suspension	⇈	⇈	*
Brakes	!	↑	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↑	*
Noises/Leaks	↑	⇊	*
Body Hardware	⇈	↓	*
Power Equipment	↑	⇈	*
In-Car Electronics	↑	↓	*

Chevrolet Corvette ✓

81
OVERALL SCORE

The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed, dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph. Handling agility is superlative, with immediate turn-in response and almost zero body roll, which will make drivers constantly grin from ear-to-ear. Yet the ride isn't punishing, thanks in part to the optional adaptive suspension. Rear and side visibility, as well as cabin access, is severely hampered. The front trunk is small, but the cargo area aft of the engine can hold the removable targa top and a soft-sided bag or two. The high-performance Z06 model returns with a new 670-hp, 5.5-liter V8. For 2024, AEB with pedestrian detection, LKA and LDW are standard. BSW and RCTW are optional.

$68,300-$130,650
BASE PRICE RANGE

97 ROAD TEST	↑ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 2-door hatchback; convertible

TRIM LINES: 1LT, 2LT, 3LT, E-Ray, Z06

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 5.5-liter V8 (670 hp); 6.2-liter V8 (495 hp); 6.2-liter V8 hybrid (655 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **76**
Height (in.) **49**
Wheelbase (in.) **107**
Weight (lb.) **3,625**
% Weight Front/Rear **39/61**

CARGO MEASUREMENT
Max. Load (lb.) **425**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇊	⇊
Transmission, Minor	↑	↑	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	↑
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	↑	↑
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	↑	↓

⇊ ↓ ❙ ↑ ⇈
WORSE — BETTER
✓ RECOMMENDED

Chevrolet Equinox ✓

71
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The sole engine is a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. We found that the ride absorbed bumps and pavement imperfections very well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including Chevrolet's latest infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. AEB with pedestrian detection is standard but AEB highway is not offered. BSW and RCTW are optional. An electric Equinox is coming soon.

$26,600-$33,400
BASE PRICE RANGE

77 ROAD TEST	❙ ADAS
❙ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: LS, LT, Premier, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (175 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **107**
Weight (lb.) **3,540**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **995**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	❙	❙	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	❙	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	❙	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	↓	↑
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	↑	⇈
Paint/Trim	⇈	❙	↑
Noises/Leaks	⇊	⇈	❙
Body Hardware	↑	↑	⇈
Power Equipment	↑	↑	⇈
In-Car Electronics	⇈	❙	❙

Chevrolet Equinox EV

NA
OVERALL SCORE

Chevrolet continues its electric product offensive with the Equinox EV. This small SUV will be offered in two configurations: The front-drive versions have 210-hp with 250 to 300 miles of range and all-wheel-drive versions have 290-hp with 280 miles of range. First out of the gate is the 2RS version that will be priced in the mid-$50,000 range, while a less-expensive $35,000 version will be introduced down the road. Numerous trims pile on comfort and convenient features, such as a massive 17.7-inch infotainment screen. Like several other EVs, it has retraceable door handles that become flush with the doors when the car starts moving. The Equinox EV is notable for its generous roster of standard active safety features and the availability of the hands-free Super Cruise driver assistance technology.

$34,995-$52,395
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 1LT, 2LT, 2RS, 3LT, 3RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (210 hp); Electric (290 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **NA**
Width (in.) **NA**
Height (in.) **NA**
Wheelbase (in.) **NA**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **1,500**

FUEL
Electric
EPA Combined mpge **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Chevrolet Malibu

67 OVERALL SCORE

Chevrolet's Malibu stands out among midsized sedans for its comfortable ride and quiet, spacious cabin. Handling is respectable, too. But it soldiers on mostly unchanged while many rivals have been redesigned. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. A continuously variable transmission is standard. Up front is a comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats. The roomy rear seat lets passengers stretch out. AEB with pedestrian detection is standard. AEB highway, BSW, and RCTW are optional.

$24,700-$31,500
BASE PRICE RANGE

81 ROAD TEST	! ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 2LT, LS, LT, RS
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (163 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **73**
Height (in.) **58**
Wheelbase (in.) **112**
Weight (lb.) **3,125**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Chevrolet Silverado 1500

56 OVERALL SCORE

The Chevrolet Silverado 1500 received recent updates that brought a fresh interior, off-road-focused models, and available Super Cruise active driving assistance system with trailering support. We found that the Silverado delivers smooth, responsive power from its 5.3-liter V8 engine, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the ZR2 and High Country, run the gamut from an off-road special to a luxury chariot. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional.

$36,800-$69,900
BASE PRICE RANGE

78 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab
TRIM LINES: Custom, Custom Trail Boss, High Country, LT, LT Trail Boss, LTZ, RST, WT, ZR2, ZR2 Bison
DRIVE WHEELS: Rear, 4WD
SEATING: 3 front, 3 rear
ENGINES: 2.7L 4 turbo (310 hp); 3.0L 6 turbodiesel (305 hp); 5.3L V8 (355 hp); 6.2L V8 (420 hp)
TRANSMISSIONS: 8-speed automatic; 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **147**
Weight (lb.) **5,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,940**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **12,100**

FUEL
Diesel or regular
CR Overall mpg **17-23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇊	↓	↑
Engine, Minor	↑	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	↑	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↓	⇈	↓
Electrical	⇈	⇈	↑
Climate System	⇈	⇈	↑
Suspension	↑	↑	↑
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	!
Paint/Trim	↑	↓	↑
Noises/Leaks	!	⇈	↑
Body Hardware	⇈	↑	!
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	!	↓

Chevrolet Suburban

54
OVERALL SCORE

This generation Suburban has an independent rear suspension, which improves ride comfort and handling, as well as increased third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and together they deliver plenty of predictable and smooth power. While the standard suspension delivers a comfortable ride, handling can feel ponderous. The Premier trim's electromagnetic dampers make the SUV feel more composed and responsive. The cabin is noticeably quiet, and the controls are easy to use, except for the tricky gear selector. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. AEB with pedestrian and cyclist detection are standard. For 2023, Super Cruise is available on the higher trims.

$57,600-$82,400
BASE PRICE RANGE

69 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: High Country, LS, LT, Premier, RST, Z71

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **226**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **134**
Weight (lb.) **6,000**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **70**
Towing Capacity (lb.) **8,100**

FUEL
Diesel or regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	*	⇊
Engine, Major	⇊	*	⇈
Engine, Minor	↓	*	↓
Engine, Cooling	⇈	*	⇈
Transmission, Major	⇈	*	⇈
Transmission, Minor	⇈	*	⇈
Drive System	!	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	⇈
Electrical	↑	*	↓
Climate System	⇈	*	↓
Suspension	⇊	*	⇈
Brakes	↑	*	⇈
Exhaust	↓	*	⇈
Paint/Trim	⇈	*	⇊
Noises/Leaks	↑	*	⇊
Body Hardware	!	*	⇊
Power Equipment	⇊	*	⇈
In-Car Electronics	↑	*	!

Chevrolet Tahoe

52
OVERALL SCORE

Like the Suburban, the Tahoe's independent rear suspension improves ride comfort, handling, and third-row room. This massive vehicle is also very functional, comfortable, and high-tech. The standard 5.3-liter V8 and 10-speed automatic deliver plenty of predictable power. With the standard suspension the ride is comfortable, but handling is ponderous. The Premier trim's electromagnetic dampers significantly improve both the ride and handling. The enormous cabin is super-quiet. Controls are very easy to use, except for the tricky gear selector. It's a big step up to get into the Tahoe, and the tall hood cuts forward visibility. AEB with pedestrian detection is standard. For 2023, the Super Cruise system is available on higher trims.

$54,600-$79,400
BASE PRICE RANGE

67 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: High Country, LS, LT, Premier, RST, Z71

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (433 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,810**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **58.5**
Towing Capacity (lb.) **8,400**

FUEL
Diesel or regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↓	↓
Engine, Major	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	↓
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇊	⇈
Electrical	⇈	↑	⇈
Climate System	!	⇈	⇈
Suspension	!	⇈	⇈
Brakes	⇈	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	↑
Noises/Leaks	⇊	⇊	⇈
Body Hardware	⇈	↑	↑
Power Equipment	↓	⇈	⇈
In-Car Electronics	↑	⇊	↑

Chevrolet Trailblazer

63
OVERALL SCORE

Chevrolet's subcompact SUV, the Trailblazer, slots between the Trax and the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, front-wheel drive versions are equipped with either the standard 1.2-liter turbo three-cylinder engine or more powerful 1.3-liter turbo. Both are hooked up to a CVT. All-wheel drive models get a 9-speed automatic transmission. This latter engine is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. A new 11-inch infotainment system is part of a refresh for 2024. Standard active safety features include AEB with pedestrian detection, LDW, and LKA; BSW and RCTW are optional.

$23,100-$28,700
BASE PRICE RANGE

68 ROAD TEST	🟡 ADAS
🟡 RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Activ, LS, LT, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)
TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **71**
Height (in.) **66**
Wheelbase (in.) **104**
Weight (lb.) **3,275**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **1,000**

FUEL
Regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	🟡	*	⏫
Engine, Major	🟡	*	⏫
Engine, Minor	⏫	*	⏫
Engine, Cooling	⏫	*	⏫
Transmission, Major	⏫	*	⏫
Transmission, Minor	⏫	*	⏫
Drive System	⏫	*	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	*	⏫
Electrical	⏫	*	⏫
Climate System	⏫	*	⏫
Suspension	⏫	*	⏫
Brakes	⏬	*	⏫
Exhaust	⏫	*	⏫
Paint/Trim	⏫	*	⏫
Noises/Leaks	⏬	*	⏫
Body Hardware	⏫	*	⏫
Power Equipment	⏫	*	⏫
In-Car Electronics	⏫	*	🟡

Chevrolet Traverse

NA
OVERALL SCORE

The midsized, three-row Chevrolet Traverse is redesigned for the 2024 model year, adopting a more of a traditional SUV appearance, rather than a minivan look as was the case with the previous generation. The sole engine is a 328-hp turbocharged four-cylinder, teamed with an 8-speed automatic transmission. The SUV can be had in front- and all-wheel-drive configurations. A new, off-road-focused Z71 trim brings increased ground clearance, all-terrain tires on 18-inch wheels, and unique suspension and AWD system tuning. The cabin has a rather minimalist design with a large instrument panel display and massive 17.7-inch infotainment screen. Seating can be configured for seven or eight passengers. Maximum tow capacity is 5,000 pounds. The Traverse comes standard with AEB pedestrian and bicyclist detection, BSW, and RCTW. The Super Cruise active driving assistance system is available.

$34,520-$54,200
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
🟡 RELIABILITY	🔼 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: LS, LT, RS, Z71
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 2.5-liter 4 turbo (328 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **75**
Height (in.) **70**
Wheelbase (in.) **113**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	🔽	🔽	🔽
Engine, Major	⏬	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	⏫	🟡	🔼
Drive System	🔼	⏫	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	⏫
Electrical	⏬	⏫	⏫
Climate System	🔼	⏬	⏫
Suspension	🔼	⏫	🔼
Brakes	⏬	⏬	⏬
Exhaust	⏬	⏫	⏫
Paint/Trim	⏫	⏫	⏫
Noises/Leaks	🔼	⏬	🔼
Body Hardware	⏫	🟡	⏫
Power Equipment	🔼	⏫	🔽
In-Car Electronics	⏫	⏫	⏫

Chevrolet Trax

57 OVERALL SCORE

The redesigned Trax is an inexpensive front-drive small SUV. It comes with a 137-hp, 1.2-liter turbocharged three-cylinder combined with a six-speed automatic that packs readily available power. All-wheel drive isn't available. The engine delivers a welcome dose of mid-range torque, and fuel economy is a decent 31 mpg overall in our testing, but the power delivery is often uneven, with either too much or too little acceleration. The ride is comfortable for the segment, but handling is short on agility, though very secure at its limits. The cabin is relatively spacious but gets loud, and fit and finish is low-rent. Still, the controls are easy to use, the rear seat and cargo area are roomy and the car is well equipped for its modest price. The Trax finally gets standard AEB with pedestrian detection. BSW and RCTW are low-priced options.

$20,400-$23,900
BASE PRICE RANGE

64 ROAD TEST	● ADAS
● RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: 1RS, 2RS, Activ, LS, LT
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 turbo (137 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **106**
Weight (lb.) **2,970**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **945**
Cargo Volume, cu.ft. **26**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	

Chrysler Pacifica ✓

53 **70** OVERALL SCORE

The Pacifica minivan is offered in seven- and eight-passenger configurations, and its handy fold-into-the-floor second-row seats make it easy to carry big, bulky items. The 3.6-liter V6, paired with a nine-speed automatic, provides plenty of power and gets 21 mpg overall. The plug-in version covers about 30 miles on electric power before transitioning to regular hybrid operation, during which it gets 27 mpg. All-wheel drive is optional for the non-hybrid. Handling is responsive, with the van tackling corners in a responsive way. The suspension delivers a comfortable, composed ride, and the cabin is quiet. The Uconnect infotainment system remains one of the best available. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. The regular Pacific has average reliability and is now recommended, but the Plug-in Hybrid is not recommended due to below-average reliability.

$38,425-$61,225
BASE PRICE RANGE

81-86 ROAD TEST	▲▲ ADAS
▼▼-● RELIABILITY	▼-● SATISFACTION

OVERVIEW

BODY STYLES: minivan
TRIM LINES: Limited, Pinnacle, Select, Touring, Touring L
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.6-liter V6 hybrid (260 hp); 3.6-liter V6 (287 hp)
TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **80**
Height (in.) **70**
Wheelbase (in.) **122**
Weight (lb.) **4,535**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,300**
Cargo Volume, cu.ft. **66**
Towing Capacity (lb.) **3,600**

FUEL
Regular
CR Overall mpg **21-27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	▲▲	▼
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	●	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	●	▲▲	▼▼
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲▲	▲▲	▲▲
Electrical	●	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	●	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲▲
Noises/Leaks	●	●	▲▲
Body Hardware	▲▲	▲▲	▲▲
Power Equipment	●	▲▲	▼▼
In-Car Electronics	▼	▼▼	▼▼

Dodge Durango

66 OVERALL SCORE

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. This three-row midsized SUV shares its platform with the previous-generation Jeep Grand Cherokee. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps with smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional Uconnect infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. BSW and RCTW are standard; but AEB highway is optional. AEB with pedestrian detection is not offered.

$40,920-$95,095
BASE PRICE RANGE

78 ROAD TEST

Opt. ADAS

🟡 RELIABILITY

🟠 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Citadel, GT, R/T, SRT 392, SRT Hellcat, SXT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.6-liter V6 (293 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.2-liter V8 supercharged (710 hp); 6.4-liter V8 (475 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **76**
Height (in.) **71**
Wheelbase (in.) **120**
Weight (lb.) **5,105**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **44**
Towing Capacity (lb.) **6,200**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Dodge Hornet

55 OVERALL SCORE

The Dodge Hornet shares components with the new Alfa Romeo Tonale, itself based on the mediocre Jeep Compass. The GT is powered by a 268-hp 2.0-liter turbo four-cylinder engine coupled to a nine-speed automatic and come with standard AWD. The engine packs a healthy mid-range punch. This small SUV rides stiffly and is loud. Handling is sound but unexceptional. The driving position is compromised due to a stretched arms, bent knees posture. Controls are mostly user friendly thanks to Stellantis' UConnect infotainment system. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard. Adaptive cruise control is optional. 2024 brings a R/T trim that features a 288-hp, 1.3-liter plug-in hybrid, which is the same powertrain that is used in the Tonale.

$30,735-$45,935
BASE PRICE RANGE

59 ROAD TEST

🟢 ADAS

🟡 RELIABILITY

🟢 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT, GT Plus, R/T, R/T Plus

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.3-liter 4 hybrid (288 hp); 2.0-liter 4 turbo (268 hp)

TRANSMISSIONS: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **72**
Height (in.) **64**
Wheelbase (in.) **104**
Weight (lb.) **3,740**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **1,245**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular or premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Electric Motor			
EV Battery			
EV Charging			
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Fiat 500X

41 OVERALL SCORE

The 500X is the only Fiat model currently available in the U.S. While its styling may be cute, the SUV's appeal wanes as drivers spend more time with the 500X, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. This sibling vehicle to the Jeep Renegade shares some of its same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. The current 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. At least the interior has some flair. AEB with pedestrian detection, AEB highway, BSW and RCTW are standard.

$29,845-$32,835
BASE PRICE RANGE

49 ROAD TEST	▲▲ ADAS
▼ RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Pop, Sport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.3-liter 4 turbo (177 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **101**
Weight (lb.) **3,280**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **1,080**
Cargo Volume, cu.ft. **19.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

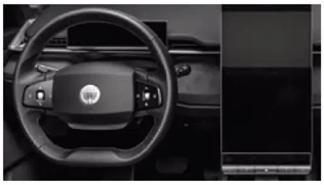
Fisker Ocean

NA OVERALL SCORE

Looking something like a cousin of the Range Rover Evoque, the Fisker Ocean pure-electric SUV features a solar roof and a 17-inch center touch screen that can be rotated 90 degrees for either a horizontal or a vertical display layout. The interior, which features recycled materials throughout, seats five passengers. EPA driving range figures are not yet available, but Fisker estimated the front-wheel-drive single-motor version has a 250-mile range, and the all-wheel-drive dual-motor variant can go up to 350 miles on a charge. The Ocean will offer a standard active driving assistance system called Fisker Intelligent Pilot, which includes AEB and BSW among other systems.

$37,499-$68,999
BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
NA RELIABILITY	NA SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Extreme, One, Sport, Ultra
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (275 hp); Electric (540 hp); Electric (550 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **188**
Width (in.) **79**
Height (in.) **64**
Wheelbase (in.) **115**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **4,000**

FUEL
Electric
EPA Combined mpge **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Ford Bronco

46 OVERALL SCORE

The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have 4WD and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. Ride and handling are fairly refined, yet off-road ability is superb, thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A camera can project your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. The extreme Raptor version has a 418-hp, twin-turbo 3.0-liter V6 and a beefier off-road suspension. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$39,130-$89,835
BASE PRICE RANGE

51 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV

TRIM LINES: Badlands, Base, Big Bend, Black Diamond, Everglades, Heritage, Outer Banks, Raptor, Wildtrak

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.3-liter 4 turbo (275 hp, 300 hp); 2.7-liter V6 turbo (315 hp, 330 hp); 3.0-liter V6 turbo (418 hp)

TRANS: 10-spd auto; 7-spd man

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **76**
Height (in.) **73**
Wheelbase (in.) **116**
Weight (lb.) **4,795**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,275**
Cargo Volume, cu.ft. **40**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	↓	↓
Engine, Major	*	⇊	⇈
Engine, Minor	*	⇈	⇈
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	↑	⇈
Transmission, Minor	*	⇈	❘
Drive System	*	↓	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	⇈
Electrical	*	⇈	⇈
Climate System	*	⇈	⇈
Suspension	*	⇈	⇈
Brakes	*	↓	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	❘	↓
Noises/Leaks	*	⇊	⇊
Body Hardware	*	⇈	↓
Power Equipment	*	↑	⇈
In-Car Electronics	*	↓	↓

Ford Bronco Sport

58 OVERALL SCORE

The Bronco Sport is a beefier version of the Escape compact SUV that has rugged styling cues. With its increased ground clearance and shorter overhangs than the Escape, the Bronco Sport is fit for mild off-roading. The highest trim takes it further, with a more capable four-wheel-drive system and all-terrain tires. Most versions come with a 181-hp, turbo three-cylinder that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp, turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, and LDW.

$31,230-$38,390
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
↓ RELIABILITY	❘ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Badlands, Base, Big Bend, Heritage, Heritage Limited, Outer Banks

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (181 hp); 2.0-liter 4 turbo (245 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **74**
Height (in.) **70**
Wheelbase (in.) **105**
Weight (lb.) **3,515**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,200**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	❘	↓	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	❘	⇈	⇈
Drive System	⇈	⇈	❘
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇊	⇈
Electrical	⇈	❘	⇈
Climate System	❘	⇊	⇈
Suspension	❘	⇈	❘
Brakes	⇊	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇊	⇈	⇈
Body Hardware	⇈	⇈	❘
Power Equipment	⇈	❘	⇈
In-Car Electronics	⇈	⇈	⇈

⏬ 🔽 ● 🔼 ⏫ ✓
WORSE —— BETTER RECOMMENDED

Ford Edge ✓

79
OVERALL SCORE

The Edge is a roomy and capable SUV. Most versions come with the standard 2.0-liter turbo four-cylinder and eight-speed automatic. This combination provides smooth, quiet acceleration. The sportier ST trim gets a turbocharged V6 and all-wheel drive. The spacious interior provides comfortable quarters, front and rear, and cargo room is generous. However, the driving position is uneven because the left footrest sits too close to the driver. High-end versions like the Titanium, for instance, can rival some luxury SUVs with a quiet cabin, a steady ride, agile handling, and impressive feature content. Ford's Sync 4 infotainment system, with its large 12-inch touchscreen, is standard equipment. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$38,365-$47,205
BASE PRICE RANGE

81 ROAD TEST	⏫ ADAS
🔼 RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, SEL, ST, ST-Line, Titanium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.7-liter V6 turbo (335 hp)

TRANSMISSIONS: 7-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **76**
Height (in.) **68**
Wheelbase (in.) **112**
Weight (lb.) **4,250**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **39**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	🔼	🔼
Engine, Major	⏫	⏫	⏫
Engine, Minor	⏫	⏫	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏫	⏫	⏫
Transmission, Minor	🔽	⏫	⏫
Drive System	🔼	⏫	⏫
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	⏫
Electrical	🔼	⏫	⏫
Climate System	●	⏫	⏫
Suspension	⏫	⏫	⏫
Brakes	🔼	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	🔼	⏫	⏬
Noises/Leaks	🔼	⏫	⏫
Body Hardware	●	●	⏫
Power Equipment	⏫	⏫	⏫
In-Car Electronics	🔽	●	⏬

Ford Escape ✓

59
70
OVERALL SCORE

The Escape is a competitive small SUV, but only the hybrid version is reliable. We got 26 mpg overall in our tests of the standard 1.5-liter turbo three-cylinder. Although it provides sufficient oomph, it has some vibration at low engine speeds and a rather tinny sound. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The Escape's ride has an underlying firmness but is steady and composed. Handling is nimble and secure. The optional 13.2-inch infotainment screen features touch-based climate controls, but it's plagued by a noticeable lag when making selections, creating a frustrating user experience. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy when set to the rearmost position. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. We recommended the Escape Hybrid but not the regular version due to its below average reliability.

$28,000-$40,500
BASE PRICE RANGE

71-82 ROAD TEST	⏫ ADAS
🔽-● RELIABILITY	⏬-● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Active, Base, Platinum, Plug-in Hybrid, ST-Line, ST-Line Elite, ST-Line Select

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (181 hp); 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (200 hp, 221 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **107**
Weight (lb.) **3,530**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **910**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **26-34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⏬	🔽	*
Engine, Major	🔽	⏫	*
Engine, Minor	⏫	⏫	*
Engine, Cooling	⏫	⏫	*
Transmission, Major	🔽	⏫	*
Transmission, Minor	⏬	🔼	*
Drive System	🔽	🔼	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏬	●	*
Electrical	⏫	⏫	*
Climate System	🔽	🔽	*
Suspension	⏫	🔽	*
Brakes	⏬	🔽	*
Exhaust	⏫	⏫	*
Paint/Trim	🔽	●	*
Noises/Leaks	⏬	🔽	*
Body Hardware	⏬	🔼	*
Power Equipment	⏫	⏫	*
In-Car Electronics	●	⏬	*

Ford Expedition

60 OVERALL SCORE

The Expedition is a huge SUV with modern conveniences and active safety features. The sole engine option, a 3.5-liter turbo V6 mated to a 10-speed automatic, provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is ungainly, and the ride is somewhat stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. A recent refresh introduced Ford's latest Sync 4 infotainment system, with either a standard 12-inch display or an optional 15.5-inch display. Ford's BlueCruise active driving assistance system comes standard on the Platinum trim. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$54,555-$86,695
BASE PRICE RANGE

66 ROAD TEST
⇈ ADAS
! RELIABILITY
! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: King Ranch, Limited, MAX King Ranch, MAX Limited, MAX Platinum, MAX XLT, Platinum, Timberline, XL STX, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (380 hp); 3.5-liter V6 turbo (400 hp); 3.5-liter V6 turbo (440 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **222**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **132**
Weight (lb.) **6,035**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,510**
Cargo Volume, cu.ft. **66**
Towing Capacity (lb.) **9,300**

FUEL
Premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	!	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇊	⇈	*
Transmission, Minor	⇊	↓	*
Drive System	!	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇈	*
Electrical	⇈	⇈	*
Climate System	!	↓	*
Suspension	!	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇊	⇈	*
Paint/Trim	!	⇈	*
Noises/Leaks	⇈	⇊	*
Body Hardware	!	⇈	*
Power Equipment	!	↓	*
In-Car Electronics	!	⇊	*

Ford Explorer

60 OVERALL SCORE

The Explorer has a spacious cabin and is relatively agile among three-row midsized SUVs, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. Plus, the transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The controls and infotainment system are very easy to use. The third row is tight, as is common for the class. A power liftgate is standard. AEB with pedestrian detection, AEB highway, BSW, and RCTW all come standard.

$36,760-$56,525
BASE PRICE RANGE

74 ROAD TEST
⇈ ADAS
↓ RELIABILITY
↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Hybrid Limited, Hybrid Platinum, King Ranch, Limited, Platinum, ST, ST-Line, Timberline, XLT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.3-liter 4 turbo (300 hp); 3.0-liter V6 turbo (400 hp); 3.3-liter V6 hybrid (318 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **119**
Weight (lb.) **4,565**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,255**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **5,600**

FUEL
Regular or premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇈	!	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↓	↑	⇈
Transmission, Minor	⇈	⇊	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	↓	⇈
Climate System	⇊	↑	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↓	⇈
Noises/Leaks	⇊	⇊	↓
Body Hardware	⇊	!	⇊
Power Equipment	⇊	⇊	⇈
In-Car Electronics	!	⇈	↑

⇊ ↓ ○ ↑ ⇈ WORSE — BETTER ✓ RECOMMENDED

Ford F-150

54 / 63
OVERALL SCORE

The lightly refreshed 2024 F-150 has exterior styling updates, while the interior is largely unchanged. The F-150's cabin is very quiet, and the crew-cab versions we tested are very roomy. The 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall. The PowerBoost hybrid has loads of power but adds just 1 more mpg overall. The ride is stiff and handling is ponderous. Controls are straightforward, but the interior is spartan. The Sync 4 infotainment system is very easy to use, and the 12-inch center touchscreen is now standard. Clever features include a tailgate designed to serve as a workbench and an optional built-in generator to power tools. A Raptor R with a 700-hp, 5.2-liter supercharged V8 is new. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional. Ford's BlueCruise active driving assistance system is available.

$36,570-$77,980
BASE PRICE RANGE

75-79 ROAD TEST	↑ ADAS
⇊-↓ RELIABILITY	↓-○ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab

TRIM LINES: Hybrid Lariat, King Ranch, Lariat, Platinum, Raptor, Raptor R, STX, Tremor, XL, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 2.7L V6 turbo (325 hp); 3.5L V6 turbo (400 hp, 450 hp); 3.5L V6 hybrid (430 hp); 5.0L V8 (400 hp); 5.2L V8 supercharged (700 hp)

TRANSMISSIONS: 10-spd auto

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **80**
Height (in.) **77**
Wheelbase (in.) **145**
Weight (lb.) **5,070**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **1,475**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular or premium
CR Overall mpg **19-20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	○
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	○	○	⇈
Drive System	○	↓	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇊	↓
Suspension	⇈	⇈	⇈
Brakes	↑	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↓	○	↑
Body Hardware	↑	⇈	↑
Power Equipment	○	⇊	↑
In-Car Electronics	↓	↓	↑

Ford F-150 Lightning

69
OVERALL SCORE

The F-150 Lightning is Ford's first fully electric pickup. The standard-range battery has an EPA-estimated range of 240 miles, with the extended-range battery at a more practical 320 miles. Maximum acceptance rate at public DC fast charging is a competitive 150 kW. The truck has prodigious power, and acceleration is quick and whisper-quiet. Thanks to an independent rear suspension the Lightning rides much more comfortably than the regular F-150, though handling is still lumbering. Higher trims come with a giant infotainment screen, but it forces some extra steps for common functions, and adds to driver distraction. The power-operated hood reveals a large front trunk. The Lightning with the standard-range battery has a 2,235-pound payload capacity and up to 7,700 pounds towing, while the extended-range model can tow up to 10,000 pounds. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$49,995-$91,995
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↓ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Lariat, Platinum, Platinum Black, Pro, XLT

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: Electric (452 hp); Electric (580 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **233**
Width (in.) **84**
Height (in.) **78**
Wheelbase (in.) **146**
Weight (lb.) **6,790**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,680**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **10,000**

FUEL
Electric
CR Overall mpge **70**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↓	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		⇈	*
Electric Motor		⇈	*
EV Battery		⇊	*
EV Charging		⇊	*
Fuel System			
Electrical			
Climate System		⇈	*
Suspension		⇈	*
Brakes		⇈	*
Exhaust			
Paint/Trim		⇈	*
Noises/Leaks		⇊	*
Body Hardware		⇈	*
Power Equipment		○	*
In-Car Electronics		↓	*

Ford Maverick ✓

77-78
OVERALL SCORE

The nonhybrid Maverick pickup trucks use an optional 250-hp turbo four-cylinder mated to an eight-speed automatic, with front- or all-wheel drive. This powertrain gives robust acceleration, can tow up to 4,000 pounds, and gets 23 mpg overall, but its tendency to lug along at low revs sends annoying vibrations into the cabin. The hybrid gets 37 mpg overall and can tow 2,000 pounds; it is only available with front-wheel drive. The ride is refined for a pickup truck, and handling is very secure. Maneuverability, access, and visibility are commendable, and the controls are super-easy. However, the truck is loud (the hybrid is quieter), and the interior ambience is utilitarian. The 4.5-foot-long bed is deep enough to be practical and is very easy to reach into. AEB with pedestrian detection, AEB highway come standard. BSW and RCTW are optional.

$23,400-$34,855
BASE PRICE RANGE

78-82
ROAD TEST

↑
ADAS

●-↑
RELIABILITY

↑-⇈
SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Hybrid Lariat, Lariat, XL, XLT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (191 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **121**
Weight (lb.) **3,735**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,445**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **4,000**

FUEL
Regular
CR Overall mpg **23-37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↑	↑
Engine, Major		⇈	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		⇈	⇈
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		⇈	⇈
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		⇈	⇈
Body Hardware		↓	↓
Power Equipment		↓	⇈
In-Car Electronics		●	●

Ford Mustang

NA
OVERALL SCORE

The Mustang's 22=024 redesign focuses on sharpening its appearance, boosting the convenience technology, and edging up horsepower. There are three core versions: The EcoBoost with a turbocharged four-cylinder engine; GT with a 5.0-liter V8 that produces about 480 hp; and an all-new Dark Horse, a higher-performance V8 model with 500 hp. The EcoBoost and GT are available in coupe and convertible bodystyles. Our V8 with a manual transmission packs all the visceral thrill, thrust and sound that makes driving it so invigorating. Drivers can customize the exhaust sound level, steering effort and more. Handling is taut and agile and the ride isn't too punishing. Rear seat and access are compromised but that's to be expected. AEB with pedestrian detection, AEB highway, BSW, and RCTW are all standard.

$30,920-$57,970
BASE PRICE RANGE

NA
ROAD TEST

⇈
ADAS

●
RELIABILITY

↑
SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: Dark Horse, Dark Horse Premium, EcoBoost, EcoBoost Premium, GT, GT Premium

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 2.3-liter 4 turbo (315 hp); 5.0-liter V8 (450 hp); 5.0-liter V8 (486 hp); 5.0-liter V8 (500 hp)

TRANSMISSIONS: 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **75**
Height (in.) **54**
Wheelbase (in.) **107**
Weight (lb.) **3,730**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **630**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	*	*
Engine, Major	⇈	*	*
Engine, Minor	⇈	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	*	*
Electrical	⇈	*	*
Climate System	⇈	*	*
Suspension	⇈	*	*
Brakes	⇈	*	*
Exhaust	⇈	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	⇈	*	*
Body Hardware	⇈	*	*
Power Equipment	⇈	*	*
In-Car Electronics	⇈	*	*

⇊ ↓ ! ↑ ⇈ WORSE — BETTER ✓ RECOMMENDED

Ford Mustang Mach-E ✓

70 OVERALL SCORE

The Mach-E is Ford's first designed-from-the-ground-up EV. With styling cues from the iconic Mustang muscle car, this five-passenger SUV has useful cargo room, and is available with all-wheel drive. The extended-range battery version with all-wheel drive has a 290-mile range. On a 240-volt home charger, it takes about 10 hours to fill the 91-kilowatt-hour battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. The ride is jittery and unsettled, however. A 15.5-inch vertical touchscreen dominates the stark interior; the system has a steep learning curve before familiarity sets in. All Mach-Es have standard AEB with pedestrian detection, BSW, and RCTW. The BlueCruise active driving assistance system is available.

$42,995-$59,995
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: California Route 1, GT, Premium, Rally, Select

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (266 hp); Electric (290 hp); Electric (346 hp); Electric (480 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **64**
Wheelbase (in.) **118**
Weight (lb.) **4,835**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **920**
Cargo Volume, cu.ft. **29.5**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **92**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	⇈
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	⇈	↑	⇈
Electric Motor	↑	!	⇈
EV Battery	↓	!	⇈
EV Charging	↑	!	⇈
Fuel System			
Electrical			
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	!	⇈	⇈
Exhaust			
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	↓	⇈
Body Hardware	↑	↑	⇈
Power Equipment	↓	!	⇈
In-Car Electronics	⇊	↓	⇊

Ford Ranger

NA OVERALL SCORE

The redesigned Ranger has a modern-looking, screen-filled interior; a wider bed; and a generous suite of advanced safety features. There is now just a single body style, the crew-cab, offered in two- and four-wheel drive. The base 2.3-liter turbocharged four-cylinder engine again has 270 hp. The midlevel option is a more powerful 315-hp, 2.7-liter turbocharged V6. The new off-road-focused Raptor has a 405-hp, 3.0-liter turbocharged V6. All engines use a 10-speed automatic transmission. The standard infotainment screen is 10.1-inches while a 12-inch display is also available. Both feature the latest Sync 4A system. Standard active safety features include AEB with pedestrian detection, though BSW and RCTW are optional.

$32,565-$55,365
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Lariat, Raptor, XL, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.3-liter 4 turbo (270 hp); 2.7-liter V6 turbo (315 hp); 3.0-liter V6 turbo (405 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **211**
Width (in.) **76**
Height (in.) **74**
Wheelbase (in.) **129**
Weight (lb.) **4,415**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,710**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,500**

FUEL
Regular or premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	↓	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	↓
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇊	↓
Body Hardware	⇈	⇊	⇈
Power Equipment	⇈	↓	⇈
In-Car Electronics	↑	↑	!

Genesis Electrified GV70 ✓

69 OVERALL SCORE

The Electrified GV70 is built on the existing GV70's platform rather than using an EV-specific one. According to the EPA the eGV70 has an estimated 236-mile range from its 77.4 kWh battery, but we got a far-more modest 214 miles in our highway range test. Home charging is on the quick side thanks to a 10.9 kW on-board charger. Max acceptance rate of 240 kW at DC-fast charging places is commendable. We are not too fond of the front charging port which can be awkward to access. The dual-motor drive system gives the Genesis standard all-wheel drive. The SUV is very quick and quiet, with agile and engaging handling. The lavishly furnished cabin includes some unintuitive and distracting controls, including the infotainment rotary controller knob that's next to the round gear selector. Standard active safety features are comprehensive.

$65,850
BASE PRICE RANGE

79 ROAD TEST

⇈ ADAS

● RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Advanced, Prestige
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (429 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **75**
Height (in.) **64**
Wheelbase (in.) **113**
Weight (lb.) **5,040**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,500**

FUEL
Electric
CR Overall mpge **91**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Genesis G70

65 OVERALL SCORE

The Genesis G70 sports sedan comes with a 2.5-liter turbocharged four-cylinder as its standard engine for 2024, which promises quicker acceleration and better fuel economy than the original 2.0-liter. We got 24 mpg overall with the 2.5-liter turbo in our tests of the G80. The uplevel 365-hp turbo V6 is quieter and makes the car quicker. The G70 has agile handling and a taut, controlled ride. However, stopping distances are long. The car is quiet, and the interior is well-assembled. Access can be tough because of the car's low stance, and the cabin is very cramped, particularly the back seat. The 10.25-inch infotainment system is mostly straightforward and plenty of physical knobs and buttons make other features easy to use. AEB with pedestrian detection, BSW, and RCTW are standard.

$39,400-$47,000
BASE PRICE RANGE

73 ROAD TEST

⇈ ADAS

● RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Sport Advanced, Sport Prestige, Standard
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 turbo (300 hp); 3.3-liter V6 turbo (365 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **55**
Wheelbase (in.) **112**
Weight (lb.) **3,770**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	↑	*
Engine, Major	*	⇈	*
Engine, Minor	*	⇈	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	⇈	*
Transmission, Minor	*	⇈	*
Drive System	*	↓	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	*
Electrical	*	⇈	*
Climate System	*	⇈	*
Suspension	*	⇈	*
Brakes	*	⇈	*
Exhaust	*	⇈	*
Paint/Trim	*	⇈	*
Noises/Leaks	*	↓	*
Body Hardware	*	⇈	*
Power Equipment	*	↓	*
In-Car Electronics	*	⇈	*

Genesis G80 ✓

74 OVERALL SCORE

This formidable luxury midsized sedan is serious competition for German and Japanese rivals. It comes standard with a responsive 300-hp, 2.5-liter turbo four-cylinder. Combined with a slick-shifting eight-speed automatic, this pairing returned a just so-so 24 mpg overall in our tests. All-wheel drive is standard. There's also a punchy 375-hp, 3.5-liter turbo V6. There's a fully electric version with 365 hp from dual motors and an EPA-rated 282-mile range. The ride is plush, handling is sharp, and braking is top-notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable in the front and rear. However, the infotainment system is overcomplicated, and the unintuitive gear selector is tricky to use. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

$54,150-$64,000
BASE PRICE RANGE

86 ROAD TEST	↑↑ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Advanced, Sport, Sport Advanced, Sport Prestige, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **76**
Height (in.) **58**
Wheelbase (in.) **119**
Weight (lb.) **4,245**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Genesis G90

NA OVERALL SCORE

The redesigned 2023 G90 has abundant luxury and technology features. Two engines are available: a stout 375-hp, 3.5-liter turbo V6, and a more powerful 409-hp version with an electric supercharger. The supersmooth eight-speed automatic complements both. The G90 rides very comfortably, mopping up every bump and rut with its supple suspension. Handling is responsive, thanks in part to available rear-wheel steering. The cabin is beautifully finished and is designed to pamper, with massaging seats, soft-closing doors, and a high-quality sound system. Top versions have a reclining rear seat for those who would rather be chauffeured. A complete suite of active safety features is standard, and the active driving assistance system is able to change lanes.

$88,400-$98,700
BASE PRICE RANGE

NA ROAD TEST	↑↑ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 3.5T, 3.5T E-Supercharger

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo and supercharged (409 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **76**
Height (in.) **59**
Wheelbase (in.) **125**
Weight (lb.) **4,865**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Genesis GV60 ✓

75 OVERALL SCORE

The GV60 is one of the best EVs, thanks to its smooth acceleration, comfortable ride, agile handling, and stylish interior. It has an EPA-rated 248-mile range from its 77.4-kilowatt-hour battery and AWD. RWD is available. Like its siblings, it can charge more quickly than other EVs when using DC fast charging in public places. The controls are slightly easier to use than the overly complicated setups found in other Genesis models, and there are some interesting features, such as a retractable gear selector in the shape of a crystal ball, facial recognition to unlock the car, and a fingerprint reader to turn the vehicle on. Rear and side visibility are compromised because of the car's swoopy styling. AEB with pedestrian and cyclist detection, BSW, RCTW, and lane centering assistance come standard.

$52,000-$69,550
BASE PRICE RANGE

86 ROAD TEST

⇈ ADAS

! RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Performance, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (225 hp); Electric (314 hp); Electric (429 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **74**
Height (in.) **62**
Wheelbase (in.) **114**
Weight (lb.) **4,740**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric
CR Overall mpge **95**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			↓
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			⇈
Electric Motor			⇈
EV Battery			⇈
EV Charging			↓
Fuel System			
Electrical			
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			
Paint/Trim			↓
Noises/Leaks			↓
Body Hardware			⇈
Power Equipment			↓
In-Car Electronics			⇊

Genesis GV70

63 OVERALL SCORE

The GV70 more than holds its own in the compact-luxury-SUV segment. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. A more powerful V6 and a purely electric versions are also available and are quieter and quicker. The GV70 is taut and agile, with sports-sedan-like handling, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the seats are comfortable and supportive. Despite the angled roofline, rear-seat room is decent but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector. AEB with pedestrian detection, BSW, and RCTW are standard.

$44,900-$57,500
BASE PRICE RANGE

81 ROAD TEST

⇈ ADAS

↓ RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Select, Sport, Sport Advanced, Sport Prestige, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **75**
Height (in.) **64**
Wheelbase (in.) **113**
Weight (lb.) **4,310**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↓	↓
Engine, Major		↑	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		↑	⇈
Transmission, Minor		!	⇈
Drive System		⇊	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇊	⇈
Electrical		⇈	⇈
Climate System		!	↑
Suspension		↑	⇈
Brakes		⇈	⇈
Exhaust		↑	⇈
Paint/Trim		!	↑
Noises/Leaks		↑	⇈
Body Hardware		⇊	↑
Power Equipment		⇈	⇈
In-Car Electronics		↑	!

⇊ ↓ ! ↑ ⇈
WORSE —— BETTER
✓ RECOMMENDED

Genesis GV80

61
OVERALL SCORE

The GV80 midsized SUV from Hyundai's luxury brand competes on an equal footing with some esteemed competitors. It is quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the uplevel engine is a punchy 3.5-liter turbo V6. The latter delivers effortless power, but it's not very fuel-efficient. All-wheel drive is standard. The GV80 has sharp steering and feels taut and agile through corners, yet the ride is comfortable and composed. The interior is finely crafted, but the infotainment system's controller dial is tricky to use. A very small third-row seat is available. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW with reverse AEB.

$57,450-$81,500
BASE PRICE RANGE

75	⇈
ROAD TEST	ADAS
↓	↑
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Prestige, Prestige Matte, Prestige Signature, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **78**
Height (in.) **68**
Wheelbase (in.) **116**
Weight (lb.) **4,915**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **39**
Towing Capacity (lb.) **6,000**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	↓	⇈	↑
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↓	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↓	↓	↑
Suspension	!	↓	↓
Brakes	!	↓	⇊
Exhaust	⇈	⇈	⇈
Paint/Trim	!	⇈	⇈
Noises/Leaks	⇈	↓	⇈
Body Hardware	⇊	⇈	↑
Power Equipment	!	⇊	⇈
In-Car Electronics	⇊	↑	!

GMC Acadia

NA
OVERALL SCORE

The midsized, three-row GMC Acadia is redesigned for the 2024 model year, gaining a new engine, revamped interior, and evolutionary exterior updates. The sole engine is a 328-hp turbo four-cylinder, teamed with an eight-speed automatic. Front- and all-wheel drive configurations are available. An off-road-focused AT4 trim brings all-terrain tires on 18-inch wheels, an elevated ride height, and unique tuning to the suspension and AWD system. The cabin has a rather minimalist design with a large instrument panel display and standard portrait-oriented, 15-inch touchscreen. Seating can be configured for seven or eight passengers. Maximum tow capacity is 5,000 pounds. AEB with pedestrian and bicyclist detection, AEB highway, BSW, and RCTW are standard. The Super Cruise active driving assistance system is available.

$36,800-$50,600
BASE PRICE RANGE

NA	⇈
ROAD TEST	ADAS
!	!
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.5-liter 4 turbo (328 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **75**
Height (in.) **70**
Wheelbase (in.) **113**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	*	↑
Engine, Major	⇈	*	⇈
Engine, Minor	⇈	*	⇈
Engine, Cooling	⇈	*	⇈
Transmission, Major	⇈	*	⇈
Transmission, Minor	⇈	*	↓
Drive System	⇈	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	*	⇈
Electrical	⇈	*	⇈
Climate System	⇈	*	⇈
Suspension	⇈	*	⇈
Brakes	!	*	⇈
Exhaust	↑	*	⇈
Paint/Trim	!	*	⇈
Noises/Leaks	↑	*	⇈
Body Hardware	⇈	*	⇈
Power Equipment	⇊	*	⇈
In-Car Electronics	↓	*	↑

GMC Canyon

NA
OVERALL SCORE

A near-twin to the Chevrolet Colorado, the Canyon is positioned as a slightly more upscale model. Like the Chevrolet, the Canyon is available only as a four-door crew cab with a short bed. It's powered by a 310-hp, turbocharged four-cylinder paired to an eight-speed automatic. The base Elevation model gives buyers a choice of rear- or four-wheel drive, while higher trims come only with 4WD. For off-road use, several trims provide progressively increased ground clearance and capability, culminating in the new AT4X. Every truck features an 11-inch infotainment screen, with related apps for off-roading and trailering. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$36,900-$55,500
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↓ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: crew cab
TRIM LINES: AT4, AT4X, Denali, Elevation
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.7-liter 4 turbo (310 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **213**
Width (in.) **72**
Height (in.) **80**
Wheelbase (in.) **131**
Weight (lb.) **4,630**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,590**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL
Regular
EPA Combined mpg **21**

RELIABILITY HISTORY

	'21	'22	**'23**
Overall Reliability	❙	↓	*
Engine, Major	↓	⇈	*
Engine, Minor	⇈	↑	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	↓	⇈	*
Transmission, Minor	⇈	⇊	*
Drive System	⇈	❙	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↑	*
Climate System	↑	⇈	*
Suspension	⇈	⇈	*
Brakes	❙	↑	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↑	*
Noises/Leaks	↑	⇊	*
Body Hardware	⇈	↓	*
Power Equipment	↑	⇈	*
In-Car Electronics	↑	↓	*

GMC Hummer EV

NA
OVERALL SCORE

GMC's first electric SUV and pickup truck promise off-road-ready performance with sports-car-quick acceleration. They feature removable glass roof panels for an open-air driving experience, and they have the ability to 'crab walk' (move diagonally) when negotiating trails. GM's Super Cruise active driving assistance system is available. For 2024 two trims are available for both the pickup and SUV: the 2X gets a 625 hp, dual-motor setup while the 3X uses three motors and makes 1,000 hp with a promised driving range of more than 350 miles. Both versions seat five passengers, and the pickup truck's five-foot bed has a power tonneau cover and multi-function tailgate. Over the following two years, less expensive versions of each will be offered with reduced power and driving range. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$96,550-$104,650
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; crew cab
TRIM LINES: 2X, 3X
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: Electric (625 hp); Electric (1,000 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **217**
Width (in.) **87**
Height (in.) **81**
Wheelbase (in.) **136**
Weight (lb.) **9,063**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,300**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,500**

FUEL
Electric
EPA Combined mpge **53**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

⇊ ↓ ! ↑ ⇈ WORSE —— BETTER | ✓ RECOMMENDED

GMC Sierra 1500

56 OVERALL SCORE

The Sierra's recent updates include a fresh interior, new trim levels, more safety features, and the availability of the Super Cruise active driving assistance system. Power delivery is smooth and responsive, the ride is steady, the cabin is very quiet, and handling is sound and secure. Our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine, and a 3.0-liter turbodiesel six-cylinder got an impressive 23 mpg overall in our tests. Rear-seat room in crew-cab versions is immense, but the truck's height requires climbing up and in. Among the helpful options are a power tailgate and power running boards that can shift rearward to help you reach the bed. Top trims get a 6.2-liter V8 mated to a 10-speed automatic. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional.

$37,700-$82,500
BASE PRICE RANGE

78 ROAD TEST	! ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab

TRIM LINES: AT4, AT4X, Denali, Denali Ultimate, Elevation, Pro, SLE, SLT

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (305 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **147**
Weight (lb.) **5,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,940**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **12,100**

FUEL
Diesel or regular
CR Overall mpg **17-23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇊	↓	↑
Engine, Minor	↑	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	↑	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↓	⇈	↓
Electrical	⇈	⇈	↑
Climate System	⇈	⇈	↑
Suspension	↑	↑	↑
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	!
Paint/Trim	↑	↓	↑
Noises/Leaks	!	⇈	↑
Body Hardware	⇈	↑	!
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	!	↓

GMC Terrain

NA OVERALL SCORE

The Terrain was recently freshened with exterior updates and an outdoorsy AT4 version. It is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The only available engine is a 175-hp, 1.5-liter turbo four-cylinder that is mated to a nine-speed automatic. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system, on the other hand, is one of the easier ones to use. AEB with pedestrian detection is standard but AEB highway is not available. BSW and RCTW are optional.

$28,700-$38,600
BASE PRICE RANGE

NA ROAD TEST	! ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, SLE, SLT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (175 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **107**
Weight (lb.) **3,800**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **985**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **1,500**

FUEL
Regular
EPA Combined mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	!	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	!	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	↓	↑
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	↑	⇈
Paint/Trim	⇈	!	↑
Noises/Leaks	⇊	⇈	!
Body Hardware	↑	↑	⇈
Power Equipment	↑	↑	⇈
In-Car Electronics	⇈	!	!

GMC Yukon

52 OVERALL SCORE

Like its Chevrolet siblings, the Yukon's independent rear suspension improves ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of predictable, uninterrupted acceleration. The ride is comfortable, although it's steadier in the Denali version, with its standard magnetic ride suspension. Handling is secure though ponderous. The enormous cabin is almost eerily quiet. Cargo capacity is generous, weakening the case for the even larger Yukon XL. Controls are very easy to use, except for the tricky electronic gear selector, and the tall hood cuts forward visibility. AEB with pedestrian and cyclist detection is standard, and GM's Super Cruise active driving assistance system is available.

$58,200-$96,555
BASE PRICE RANGE

67 ROAD TEST	↑ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, Denali Ultimate, SLE, SLT

DRIVE WHEELS: Rear, AWD, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,810**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **58.5**
Towing Capacity (lb.) **8,400**

FUEL
Diesel or regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↓	↓
Engine, Major	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	↓
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇊	⇈
Electrical	⇈	↑	⇈
Climate System	!	⇈	⇈
Suspension	!	⇈	⇈
Brakes	⇈	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	↑
Noises/Leaks	⇊	⇊	⇈
Body Hardware	⇈	↑	↑
Power Equipment	↓	⇈	⇈
In-Car Electronics	↑	⇊	↑

GMC Yukon XL

52 OVERALL SCORE

Like its smaller sibling, the Yukon XL now has an independent rear suspension that improves ride comfort, handling, and even third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies smooth acceleration. The Denali trim's electromagnetic suspension dampers provide a more composed ride than the already good standard suspension. Handling is relatively ponderous. The enormous cabin is quiet, and the controls are easy to use, except for the tricky electronic gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. AEB with pedestrian and cyclist detection is standard, and GM's Super Cruise active driving assistance system is available.

$61,200-$99,555
BASE PRICE RANGE

67 ROAD TEST	↑ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, Denali Ultimate, SLE, SLT

DRIVE WHEELS: Rear, AWD, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **225**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **134**
Weight (lb.) **6,000**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,760**
Cargo Volume, cu.ft. **70**
Towing Capacity (lb.) **8,000**

FUEL
Diesel or regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	*	⇊
Engine, Major	⇊	*	⇈
Engine, Minor	↓	*	↓
Engine, Cooling	⇈	*	⇈
Transmission, Major	⇈	*	⇈
Transmission, Minor	⇈	*	⇈
Drive System	!	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	⇈
Electrical	↑	*	↓
Climate System	⇈	*	↓
Suspension	⇊	*	⇈
Brakes	↑	*	⇈
Exhaust	↓	*	⇈
Paint/Trim	⇈	*	⇊
Noises/Leaks	↑	*	⇊
Body Hardware	!	*	⇊
Power Equipment	⇊	*	⇈
In-Car Electronics	↑	*	!

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Honda Accord ✓

78 **89**
OVERALL SCORE

The Accord continues to be a sensible and pleasant midsized sedan that is roomy, user-friendly, and fuel-efficient. The standard 1.5-liter turbo-four and CVT team up to be an unobtrusive powertrain with adequate power. The up-level 2.0-liter turbo has been replaced by a 204-hp hybrid which maximizes electric propulsion and mimics the shifting of a regular automatic. It managed a thrifty 40 mpg overall in our testing. The second-tier EX trim is well equipped with heated front seats and a sunroof. The ride is comfortable, handling is responsive but not sporty. Rear-seat room is generous and the trunk is large. Controls are very easy to use in all Accord trims. AEB with pedestrian detection and AEB highway are standard. It's unfortunate that BSW and RCTW are not available on the base LX.

$27,895-$29,910
BASE PRICE RANGE

85-96 ROAD TEST	↑ ADAS
!-↑ RELIABILITY	↓-! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: EX, EX-L, LX, Sport, Sport-L, Touring

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (192 hp); 2.0-liter 4 hybrid (204 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,270**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32-40**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	⇈	⇈
Electrical	⇈	⇈	⇊
Climate System	↑	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	⇊	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇊	⇈
Noises/Leaks	⇊	⇊	⇈
Body Hardware	⇊	⇊	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	!	↓	⇈

Honda Civic ✓

71
OVERALL SCORE

The Civic's standard 2.0-liter four-cylinder has adequate power and gets 33 mpg overall. Handling is nimble and secure, but the ride is stiff and choppy, and the elevated road noise gets tiring on trips. The top Touring trim has better sound insulation and uses a more powerful 1.5-liter turbo engine, but it's pricier. The only available drivetrain on the sporty Si version is a 200-hp, turbocharged four-cylinder with a six-speed manual, which returns an impressive 32 mpg overall. The high performance Type R version is powered by a 315-hp, turbocharged four-cylinder. The Civic's cabin is relatively roomy, but the car's low-slung stance makes it awkward to get in and out. The infotainment system is very easy to use, with plenty of physical knobs and buttons. While AEB with pedestrian detection and AEB highway are standard, it's unfortunate that BSW and RCTW are available only on the top trims.

$23,950-$31,450
BASE PRICE RANGE

74 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: EX, EX-L, Si, Sport, Sport Touring, Touring, Type R

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (200 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (315 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **71**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **2,885**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **32-33**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	!	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	↑	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	↑	⇈
Suspension	⇈	!	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	!	⇈
Noises/Leaks	⇈	!	!
Body Hardware	⇈	↑	⇈
Power Equipment	↑	!	↑
In-Car Electronics	↑	↓	⇈

Honda CR-V ✓

84-85
OVERALL SCORE

The CR-V gained size and weight during its 2023 redesign, but it didn't stray far from its proven formula of practicality and functionality. The 1.5-liter turbo-four mated to a CVT delivers unobtrusive propulsion, but it feels underpowered at times. At 26 mpg overall, fuel economy has regressed. The more fuel-efficient hybrid version combines a 2.0-liter engine with electric drive and got 35 mpg overall in our tests. The CR-V's ride is firm but absorbent, and handling is responsive and secure. The rear seat is generously-sized and easy to get into. A relatively simple and boxy shape makes for ample cargo room. The controls and infotainment system are easy to use. All CR-Vs come with the Honda Sensing suite, which includes numerous active safety and driver assistance features. Unfortunately, BSW and RCTW aren't available on the base LX, but standard on other trims.

$29,500-$36,160
BASE PRICE RANGE

88-93 ROAD TEST	↑ ADAS
!-↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, EX-L, LX, Sport, Sport Touring
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (190 hp); 2.0-liter 4 hybrid (204 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **74**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **3,585**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **37**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **26-35**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	!	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	⇈	↑	⇈
Power Equipment	⇈	!	⇈
In-Car Electronics	!	⇈	↑

Honda HR-V ✓

74
OVERALL SCORE

The HR-V's 2023 redesign made for a more pleasant vehicle than the last model, with a roomy interior, user-friendly controls, and 27 mpg overall fuel economy. But the improvements to the ride quality and sound insulation don't go far enough. Handling is ordinary but ultimately secure. We found that the 158-hp, 2.0-liter engine and CVT feel underpowered. There's plenty of headroom up front, and visibility over the hood is good, but the front seats lose support after about 30 minutes of driving. The controls and infotainment system are very easy to use. The LX and Sport get a 7-inch touchscreen, while the top EX-L gets a 9-inch screen. AEB with pedestrian and cyclist detection and AEB highway are standard. BSW and RCTW are standard on the Sport and EX-L but unavailable on the base LX.

$24,100-$29,700
BASE PRICE RANGE

70 ROAD TEST	↑ ADAS
⇈ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX-L, LX, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (158 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **180**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **105**
Weight (lb.) **3,280**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	!	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	⇈	⇈
Suspension	⇈	⇈	↑
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	⇈	↓	↑
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	↓	⇈
In-Car Electronics	!	⇈	⇈

Honda Odyssey ✓

76 OVERALL SCORE

The Odyssey blends refinement, quietness, and convenience in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to, the decent fuel economy is no match for the Toyota Sienna hybrid, and unlike the Sienna and Chrysler Pacifica, the Odyssey isn't available with all-wheel drive. The 8-inch infotainment touchscreen is slow to respond and can be distracting. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$37,840-$49,970
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: minivan
TRIM LINES: Elite, EX, EX-L, Sport, Touring
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 (280 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **68**
Wheelbase (in.) **118**
Weight (lb.) **4,490**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,340**
Cargo Volume, cu.ft. **71.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	↑
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	!	⇈	↑
Suspension	⇈	⇈	⇈
Brakes	!	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	⇈	⇈
Noises/Leaks	↑	⇈	↑
Body Hardware	↑	⇊	⇊
Power Equipment	⇊	!	⇈
In-Car Electronics	⇊	⇊	!

Honda Passport ✓

70 OVERALL SCORE

The Passport is a shorter, five-seat version of Honda's previous-generation Pilot. In our tests the smooth, refined 3.5-liter V6 engine and nine-speed automatic returned 21 mpg overall. The midsized Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot, we found the Passport's ride to be comparatively stiff but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The entry EX-L trim is well-equipped, has a roomy interior, and is full of handy storage places. All Passports come with all-wheel drive. Standard active safety features include AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$41,100-$46,560
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Black Edition, EX-L, TrailSport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (280 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **79**
Height (in.) **72**
Wheelbase (in.) **111**
Weight (lb.) **4,170**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **39**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	!	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	!	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇊	⇈
Electrical	↑	!	⇈
Climate System	↓	!	⇈
Suspension	↑	!	⇈
Brakes	↑	↓	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	!	!
Body Hardware	↑	!	⇈
Power Equipment	⇈	⇈	⇊
In-Car Electronics	↑	⇊	⇈

Honda Pilot ✓

77
OVERALL SCORE

The Pilot is roomy, comfortable, and user- friendly. The smooth and refined V6 engine produces 285 hp and pulls strongly. It's paired with a slick, responsive 10-speed automatic. Most versions have an eight-passenger seating configuration with a flat-folding third-row seat. The ride is comfortable and the cabin is quiet. Handling isn't nimble, but it's reasonably responsive and the Pilot's stopping distances are on the shorter side for the midsized three-row SUV class. Controls are very easy to use, though the push-button gear selector takes some familiarity. The cabin has lots of handy storage cubbies and bins, and the second-row seat conveniently clears a path to the third row with the touch of a button. Maximum towing capacity is 5,000 pounds. AEB with pedestrian detection and AEB highway come standard. BSW and RCTW aren't available on the base LX.

$37,090-$52,480
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
● RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Elite, EX-L, LX, Sport, Touring, TrailSport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 (285 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **114**
Weight (lb.) **4,635**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,340**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	●	●
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	●	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	●	⇈	⇈
Climate System	●	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	↑	↓
Noises/Leaks	⇊	⇈	↓
Body Hardware	↑	⇈	↓
Power Equipment	↑	↓	⇈
In-Car Electronics	↓	↑	↑

Honda Prologue

NA
OVERALL SCORE

Honda will launch its all-new electric Prologue SUV in 2024, similar to the already announced Acura ZDX. Co-developed with General Motors, the automaker bills it as an adventure-ready vehicle with a long, 121.8-inch wheelbase and sizing akin to the Passport. Honda estimates the front-wheel-drive EX will have an EPA driving range of 300 miles. All-wheel drive is will be offered, but range estimates for those versions are not yet available. The cabin features an 11-inch digital instrument panel and an 11.3-inch infotainment screen; both look like tablet computers, rather than being integrated into the dash design. Honda says the Prologue will be followed by a wave of EVs based on its new in-house developed "e:Architecture." The Prologue comes standard with AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$48,000-$60,000E
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Elite, EX, Touring
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (288 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **78**
Height (in.) **65**
Wheelbase (in.) **122**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NA**

FUEL
Electric
EPA Combined mpge **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

⇊ ↓ I ↑ ⇈ WORSE ⟶ BETTER | ✓ RECOMMENDED

Honda Ridgeline ✓

77 OVERALL SCORE

Honda's easy-to-live-with Ridgeline midsized pickup is unlike most trucks in that it has a carlike unibody construction, fully independent suspension, and lockable trunk space below the composite bed floor. The rear gate can swing out like a door or open straight down like any other pickup. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests. A nine-speed automatic is the only available transmission, and all-wheel drive comes standard. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride comfort is a high point, and handling is more responsive than in conventional pickup trucks, plus the cabin is quiet. The infotainment system is tricky to use. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are unavailable on the base Sport but standard on other trims.

$38,800-$46,230
BASE PRICE RANGE

83 ROAD TEST	↑ ADAS
I RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Black Edition, RTL, RTL-E, Sport

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.5-liter V6 (280 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **79**
Height (in.) **71**
Wheelbase (in.) **125**
Weight (lb.) **4,415**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,545**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	I	⇈
Electrical	I	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	↑
Noises/Leaks	⇈	↑	⇈
Body Hardware	↑	↑	↑
Power Equipment	↓	⇈	↓
In-Car Electronics	↑	↓	I

Hyundai Elantra ✓

74-76 OVERALL SCORE

The Elantra is one of the better small sedans. It has a sleek and easy-to-use infotainment system, a well-tuned transmission, gets impressive fuel economy, and has a relatively roomy interior for the class. The hybrid version is the best choice, not only for its superb 48 mpg overall, but its better ride and handling. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick acceleration and a commendable 33 mpg overall. A sporty 276-hp turbo N model is also available. Handling is nimble, but the ride is overly firm and the engine gets noisy. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access awkward. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$21,475-$28,315
BASE PRICE RANGE

79-85 ROAD TEST	↑ ADAS
I-↑ RELIABILITY	↓-I SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid Blue, Hybrid Limited, Limited, N, N Line, SE, SEL

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (276 hp)

TRANSMISSIONS: 6-spd manual; 6-spd sequential; 7-spd sequential; 8-spd sequential; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **107**
Weight (lb.) **2,765**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **33-48**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	I	I	⇈
Engine, Major	⇈	↑	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	↓	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	↑	⇈
Climate System	↓	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	↓	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	↓	⇈	↑
Body Hardware	↓	⇈	⇈
Power Equipment	↓	⇊	↑
In-Car Electronics	⇈	↑	⇈

Hyundai Ioniq 5

67
OVERALL SCORE

The Ioniq 5, which is related to the Genesis GV60 and Kia EV6, is one of the most impressive EVs we've tested, with punchy acceleration, agile handling, a reasonably comfortable ride, and generous interior room. The EPA-estimated driving range is 303 miles for the single-motor, rear-wheel-drive version with the 77.4-kilowatt-hour battery, and 256 miles for the dual-motor, all-wheel-drive model. Quick charging times are possible at public DC fast-charging venues, thanks to the battery's maximum acceptance rate of 235 kW. Despite its futuristic vibe, the Hyundai's controls are mostly user-friendly. Many interior surfaces, such as the seats, headliner, and door trim, use eco-friendly materials. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$41,650-$57,250
BASE PRICE RANGE

86
ROAD TEST

⇈
ADAS

↓
RELIABILITY

↑
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, SE, SEL
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (168 hp); Electric (225 hp); Electric (320 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **74**
Height (in.) **63**
Wheelbase (in.) **118**
Weight (lb.) **4,560**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **2,000**

FUEL
Electric
CR Overall mpge **101**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		⇊	!
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		⇈	⇈
Electric Motor		⇈	⇈
EV Battery		⇊	⇈
EV Charging		⇊	↑
Fuel System			
Electrical			
Climate System		⇊	↑
Suspension		↑	⇈
Brakes		⇈	⇈
Exhaust			
Paint/Trim		⇈	⇈
Noises/Leaks		⇊	⇈
Body Hardware		⇈	↑
Power Equipment		↓	↑
In-Car Electronics		↓	!

Hyundai Ioniq 6 ✓

83
OVERALL SCORE

The Ioniq 6 is based on the same platform as the Ioniq 5, Kia EV6, and Genesis GV60. This sleek sedan has an EPA-estimated driving range that spans 240 to 361 miles, depending on the trim line and tire size. It offers a choice of a 53- or 77.4-kilowatt-hour battery. Each version is offered with either rear- or all-wheel drive by virtue of dual motors. Like the Ioniq 5, the 6 is capable of rapid DC fast charging in public places. The sedan's ride is firm, yet comfortable, handling is agile, acceleration is smooth, and the cabin is quiet. The front seats are comfortable and the driver has decent space, but the rear seat is tight on headroom and foot space under the front seats. Unfortunately the window controls are inconveniently placed on the center console. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard.

$41,600-$56,100
BASE PRICE RANGE

84
ROAD TEST

⇈
ADAS

↑
RELIABILITY

⇈
SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Limited, SE, SEL
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (149 hp); Electric (225 hp); Electric (320 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **74**
Height (in.) **59**
Wheelbase (in.) **116**
Weight (lb.) **4,515**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **103**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Hyundai Kona

NA
OVERALL SCORE

The redesigned Kona is much more mature and substantial than the original. This generation is larger, making it considerably roomier for passengers and cargo. The standard 2.0-liter four-cylinder is mated to a very cultured CVT, and the uplevel 1.6-liter turbocharged four-cylinder is matched with an 8-speed automatic. A fully electric version will be available with short- and long-range batteries. Between the two gas versions, we prefer the non-turbo engine for its more linear and predictable power delivery. Front- or all-wheel drive is available on the gas versions. We found the ride reasonably comfortable, handling is responsive and the car is relatively quiet. Controls are easy to use including the touch screen infotainment system. Upscale features such as a power seat and power liftgate are offered as options. AEB with pedestrian detection, BSW, and RCTW are standard.

$24,100-$33,150
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, N Line, SE, SEL

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (133 hp); Electric (201 hp); 1.6-liter 4 turbo (190 hp); 2.0-liter 4 (147 hp)

TRANSMISSIONS: 8-speed automatic; CVT; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **171**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **105**
Weight (lb.) **3,265**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NR**

FUEL
Electric or regular
EPA Combined mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	↑	!
Engine, Cooling	⇈	↑	⇈
Transmission, Major	↓	↑	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	↑
Brakes	↑	⇈	⇈
Exhaust	↓	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	⇈	!
Power Equipment	↑	⇊	⇈
In-Car Electronics	⇈	!	⇈

Hyundai Palisade ✓

83
OVERALL SCORE

The Palisade three-row midsized SUV can seat seven or eight people, depending on whether the second row is a bench or two separate captain's chairs. It shares its platform and many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details and benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touchscreen infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$36,400-$53,600
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Limited, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.8-liter V6 (291 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **114**
Weight (lb.) **4,395**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,175**
Cargo Volume, cu.ft. **47.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	↓	⇈	↑
Brakes	!	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	!	↑	⇈
Power Equipment	↑	↑	⇈
In-Car Electronics	⇊	⇈	↑

Hyundai Santa Cruz ✓

74
OVERALL SCORE

Blending a small SUV and a pickup truck, the Santa Cruz comes with a rather strained 2.5-liter four-cylinder, but a powerful turbocharged version is also available. Front- and all-wheel-drive versions are available. Fuel economy of 24 mpg overall in the turbo version is impressive. The Santa Cruz drives like a car, with responsive handling, a comfortable ride, and easy maneuverability. Rear visibility is hampered because of the small rear window and thick back pillars. Maximum tow capacity is a commendable 5,000 pounds, with a payload of 1,400 pounds. The tiny bed measures just over 4 feet long but at least it has a lockable underbed trunk. Higher trims come with a handy sliding tonneau cover. AEB with pedestrian and cyclist detection, BSW, and RCTW are standard, but AEB highway is optional.

$26,650-$41,070
BASE PRICE RANGE

77
ROAD TEST

↑
ADAS

!
RELIABILITY

↑
SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: Limited, Night, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

TRANSMISSIONS: 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **118**
Weight (lb.) **4,045**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,410**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↓	↑
Engine, Major		↑	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		↑	⇈
Transmission, Minor		↑	⇈
Drive System		⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		↑	⇈
Climate System		⇈	⇈
Suspension		⇈	↑
Brakes		⇈	⇈
Exhaust		⇈	⇈
Paint/Trim		↑	⇈
Noises/Leaks		⇊	⇈
Body Hardware		!	↑
Power Equipment		⇊	⇈
In-Car Electronics		↑	↑

Hyundai Santa Fe

NA
OVERALL SCORE

The midsized Hyundai Santa Fe SUV is redesigned for the 2024 model year, giving it a muscular look and a striking interior. Increased dimensions bring improved interior space for rear passengers, a small third-row seat, and a larger rear hatch opening. Two carry-over powertrains will be offered: a 2.5-liter turbocharged four-cylinder engine with an eight-speed dual-clutch automatic transmission and a 1.6-liter turbocharged four-cylinder hybrid with a six-speed automatic. The plug-in hybrid option has been dropped. Front- and all-wheel drive will be available. The dash features a large, curved display screen, that integrates the dual 12.3-inch displays for the digital driver's instrument screen and the infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$28,750-$47,670
BASE PRICE RANGE

NA
ROAD TEST

⇈
ADAS

!
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Limited, SE, SEL

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 1.6-liter 4 hybrid (178 hp); 2.5-liter 4 turbo (277 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **75**
Height (in.) **68**
Wheelbase (in.) **111**
Weight (lb.) **4,750**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **NA**

FUEL
Regular
EPA Combined mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↑
Engine, Major	↑	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇊	⇊	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	↓	↑
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	!	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	↑	↑
Body Hardware	↑	⇈	⇈
Power Equipment	⇊	⇊	⇈
In-Car Electronics	↑	!	↑

⇊ ↓ ! ↑ ⇈
WORSE — BETTER ✓ RECOMMENDED

Hyundai Sonata ✓

72-74 OVERALL SCORE

The 2024 Sonata gets a new look for the nose and tail; ultramodern headlights; a wide, rectangular display screen that reaches from the steering wheel across the center console; and over-the-air update capability. Both conventional gas and hybrid-electric drivetrains, and a 2.5-liter turbocharged engine for the N Line performance version, are available. The standard 2.5-liter four-cylinder coupled to an eight-speed automatic provides unobtrusive, linear power and 31 mpg overall in our tests. For 2024 it will be available with all-wheel drive. The hybrid returned an excellent 44 mpg overall in our tests, but we found that its six-speed automatic has some rough shifts. We like the sedan's responsive handling but found the ride to be stiff. Rear-seat room is decent, although the low stance compromises access. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$25,100-$35,125
BASE PRICE RANGE

81-83 ROAD TEST
⇈ ADAS
! RELIABILITY
! SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Blue, Hybrid Limited, Hybrid SEL, Limited, N Line, SE, SEL, SEL Plus
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 hybrid (192 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (290 hp)
TRANSMISSIONS: 6- & 8-spd automatic; 8-spd sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,175**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **31-44**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	↑	⇈
Engine, Cooling	⇈	⇈	↑
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	↓
Electrical	⇈	↓	⇈
Climate System	⇈	⇈	↑
Suspension	↓	⇈	⇈
Brakes	⇈	!	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	↑
Noises/Leaks	!	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	↓	!	!
In-Car Electronics	!	!	⇈

Hyundai Tucson ✓

82-85 OVERALL SCORE

The fourth-generation Tucson is one of the better compact SUVs. With the standard 187-hp, 2.5-liter four-cylinder coupled to an eight-speed automatic, the Tucson accelerates leisurely. The hybrid version is significantly quicker, quieter, and gets an excellent 35 mpg overall. The ride is firm yet steady, handling is responsive and secure, and the quiet cabin is nicely trimmed for the class. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use. But higher trims replace physical volume and temperature knobs with touch-sensitive controls and a push-button gear selector. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$27,250-$45,200
BASE PRICE RANGE

85-94 ROAD TEST
⇈ ADAS
!-↑ RELIABILITY
! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Blue, Hybrid SEL, Limited, N Line, Plug-in Hybrid, SE, SEL, XRT
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 hybrid (226 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (187 hp)
TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **109**
Weight (lb.) **3,605**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **26-35**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	!	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	↑	⇈
Exhaust	↑	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	↑	↑	⇈
Body Hardware	⇈	↑	⇈
Power Equipment	↑	!	⇈
In-Car Electronics	↑	↓	↓

Hyundai Venue ✓

64 OVERALL SCORE

Hyundai's tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with other front-wheel-drive-only models such as the Chevrolet Trax and Nissan Kicks. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble, and the car is extremely easy to park and maneuver. An 8-inch touchscreen infotainment system is standard. AEB with pedestrian detection is standard. AEB highway, BSW, and RCTW are optional.

$19,800-$23,050
BASE PRICE RANGE

64 ROAD TEST
● ADAS
● RELIABILITY
● SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Limited, SE, SEL
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 (121 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **159**
Width (in.) **70**
Height (in.) **62**
Wheelbase (in.) **99**
Weight (lb.) **2,645**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **19**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Infiniti Q50 ✓

74 OVERALL SCORE

The Q50 luxury sports sedan is available in rear- and all-wheel drive. Its 300-hp turbo V6 engine is very punchy and, combined with the seven-speed automatic, makes the car quick. But fuel economy is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up short, and the level of amenities is below the curve for a luxury model, showing this car's age. Infiniti's dual touchscreen infotainment system is slow and cumbersome to use. It requires multiple steps for simple tasks, which causes additional driver distraction. The Red Sport model comes with a 400-hp turbo V6. Standard active safety equipment includes AEB highway, BSW, and RCTW, but pedestrian detection is not offered.

$42,650-$58,500
BASE PRICE RANGE

82 ROAD TEST
▲ ADAS
● RELIABILITY
▼ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Luxe, Red Sport 400, Sensory
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)
TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,875**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ⌄ ! ⌃ ⇈
WORSE — BETTER

✓ RECOMMENDED

Infiniti QX50

67 OVERALL SCORE

Infiniti's QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts come through as stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's ProPilot Assist feature is now standard; it can keep the QX centered in its lane, and maintain and adjust speed according to traffic. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$40,850-$57,900
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
! RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Autograph, Luxe, Pure, Sensory, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (268 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **110**
Weight (lb.) **4,155**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Infiniti QX60 ✓

70 OVERALL SCORE

Infinit transformed the three-row QX60 into a slick, refined vehicle with the 2023 redesign. Based on the Nissan Pathfinder, this luxury SUV's 295-hp V6 and nine-speed automatic supply plenty of power and deliver a decent 21 mpg overall. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate, with functions handled via either the screen or a knob on the center console. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. The ProPilot Assist active driving assistance system uses adaptive cruise control and lane centering assistance to help reduce stress while driving in highway traffic.

$49,650-$66,100
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
! RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Autograph, Luxe, Pure, Sensory
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.5-liter V6 (295 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **114**
Weight (lb.) **4,630**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **41**
Towing Capacity (lb.) **6,000**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Infiniti QX80

56 OVERALL SCORE

The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but the QX80 chugs premium fuel and returns just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungraceful affair. Cargo volume is plentiful, and the small power-folding third-row seat comes in handy for carrying two kids. A recent refresh brought a more modern infotainment system and other updated controls. The Nissan Armada is essentially the same vehicle but costs less. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$74,150-$88,450
BASE PRICE RANGE

62 ROAD TEST

︽ ADAS

│ RELIABILITY

⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxe, Premium Select, Sensory

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 5.6-liter V8 (400 hp)

TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,990**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,590**
Cargo Volume, cu.ft. **49.5**
Towing Capacity (lb.) **8,500**

FUEL
Premium
CR Overall mpg **15**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar E-Pace

52 OVERALL SCORE

The E-Pace is a stylish and nimble small luxury SUV powered by a 2.0-liter turbocharged four-cylinder mated to a nine-speed automatic and all-wheel drive. Unfortunately, its 246 hp is delivered in an uneven fashion: It either accelerates with a sudden burst or feels lethargic and slow. Fuel economy of 21 mpg overall is abysmal, given its small size. Agile handling and sharp steering make the little Jaguar fun to drive, but it comes at the expense of a stiff ride that lets the passengers feel every bump and rut. The controls are cumbersome but manageable, and the touchscreen infotainment system has been updated with Jaguar's latest Pivi Pro system. Rear and side visibility are challenging thanks to thick roof pillars. Interior ambience is too ordinary and not befitting a car in this class. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$49,500
BASE PRICE RANGE

67 ROAD TEST

︽ ADAS

⌄ RELIABILITY

⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (246 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **82**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **4,130**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **21.5**
Towing Capacity (lb.) **3,970**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar F-Pace

51 OVERALL SCORE

Jaguar's compact luxury SUV shares its platform with the XF sedan and Range Rover Velar. A 2.0-liter turbo four-cylinder is the base engine. Higher-end versions get a turbocharged 3.0-liter six-cylinder that makes the car feel quick and effortless. There's also a wild SVR model with a 542-hp, supercharged V8. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, which makes for a lively driving experience, though the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of an Audi Q5 or a BMW X3. The infotainment system has been updated to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task. Standard active safety features include AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$57,000-$91,900
BASE PRICE RANGE

69 ROAD TEST
⏫ ADAS
⌄ RELIABILITY
⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: R-Dynamic S, SVR
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (542 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **87**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,350**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **5,290**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar I-Pace

54 OVERALL SCORE

The I-Pace all-electric SUV seats five and has an EPA-estimated driving range of 246 miles. It's a quick and quiet car that handles nimbly. The ride is firm yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system along with a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. The 90-kilowatt-hour battery takes about 13 hours to recharge from almost empty using a 240-volt connection. Even at a public DC fast charger, the I-Pace is behind the pace because of its mere 100-kW acceptance rate. The I-Pace has standard AEB with pedestrian and bicyclist detection, AEB highway, BSW, and RCTW.

$72,000
BASE PRICE RANGE

72 ROAD TEST
⏫ ADAS
⌄ RELIABILITY
⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: HSE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (394 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **75**
Height (in.) **61**
Wheelbase (in.) **118**
Weight (lb.) **4,920**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **75**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	*	*
Electric Motor	*	*	*
EV Battery	*	*	*
EV Charging	*	*	*
Fuel System			
Electrical			
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust			
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jaguar XF

NA
OVERALL SCORE

The XF is an agile midsized luxury sedan thanks to its taut suspension, nimble handling, and lively steering. Yet its ride is quite supple and composed. That combination makes it very enjoyable to drive. It comes in rear- and all-wheel-drive versions. A recent refresh brought a snazzier interior, an easier-to-use gear selector, and better-placed window controls, as well as an updated infotainment system. The rear-drive P250 model uses a 246-hp, turbo four-cylinder, while the all-wheel-drive P300 benefits from a 296-hp turbo-four. Both engines come with a smooth-shifting eight-speed automatic. The front and rear seats are very comfortable, and the trunk is large. AEB with pedestrian detection, AEB highway, BSW, and RCTW are all standard.

$49,800-$53,500
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
🔽 RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: R-Dynamic SE
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **78**
Height (in.) **57**
Wheelbase (in.) **117**
Weight (lb.) **4,175**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **19**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Jeep Compass

NA
OVERALL SCORE

The Compass received a host of changes in the 2023 model year. Jeep replaced the 2.4-liter four-cylinder, which we found to be unrefined and sluggish, with a 2.0-liter turbo four-cylinder, and dropped the balky nine-speed automatic in favor of an eight-speed. Four-wheel drive is now standard. The Compass we tested with the 2.4-liter engine wasn't very agile, but it proved to be secure at its limits. Aside from the allure of the Jeep brand, the Compass trails the competition in several important metrics. The ride is rather stiff and jittery. The rear seat is too low and flat. Interior and exterior styling were recently updated, and the infotainment system is now the latest Uconnect system with either an 8.4-inch or a 10.1-inch screen size. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$28,400-$36,395
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
! RELIABILITY	⏬ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Altitude, High Altitude, Latitude, Latitude LUX, Limited, Sport, Trailhawk
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (200 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **74**
Height (in.) **65**
Wheelbase (in.) **104**
Weight (lb.) **3,620**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
EPA Combined mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	⏫	*
Engine, Major	*	⏫	*
Engine, Minor	*	⏫	*
Engine, Cooling	*	⏫	*
Transmission, Major	*	⏫	*
Transmission, Minor	*	!	*
Drive System	*	⏫	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⏫	*
Electrical	*	⏫	*
Climate System	*	⏫	*
Suspension	*	⏫	*
Brakes	*	⏫	*
Exhaust	*	⏫	*
Paint/Trim	*	⏫	*
Noises/Leaks	*	⏫	*
Body Hardware	*	⏫	*
Power Equipment	*	⏫	*
In-Car Electronics	*	⏬	*

⇊ ↓ ! ↑ ⇈
WORSE — BETTER
✓ RECOMMENDED

Jeep Gladiator

45
OVERALL SCORE

A longer wheelbase and a 5-foot bed transform the Wrangler into the Gladiator pickup truck. The standard 285-hp, 3.6-liter V6 is mated to either a smooth eight-speed automatic or a six-speed manual. The Jeep returned 18 mpg overall with the automatic in our tests. Unlike most compact pickups, the truck uses coil springs in the rear suspension, which make the ride relatively comfortable. Handling, however, is pretty clumsy. The truck comes with a soft top; a removable hardtop is optional. Either way, there's lots of wind noise on the highway. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. A 3.0-liter V6 diesel and full-time 4WD are available. AEB, BSW, and RCTW are optional, and pedestrian detection isn't offered.

$38,990-$51,245
BASE PRICE RANGE

52	Opt.
ROAD TEST	ADAS
↓	!
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: crew cab

TRIM LINES: High Altitude, Mojave, Overland, Rubicon, Sport, Willys

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **218**
Width (in.) **74**
Height (in.) **75**
Wheelbase (in.) **137**
Weight (lb.) **4,650**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,450**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,650**

FUEL
Diesel or regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	⇈	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	!	⇈	*
Drive System	⇊	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↓	*
Climate System	⇈	⇈	*
Suspension	⇊	⇈	*
Brakes	⇈	⇈	*
Exhaust	!	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	⇈	*

Jeep Grand Cherokee

54
OVERALL SCORE

With its recent redesign Jeep improved the Grand Cherokee's interior and fuel economy. Its standard 3.6-liter V6 is responsive, and the eight-speed automatic is smooth. Handling is sound and secure, and the ride is firm yet absorbent, particularly with the smaller 18-inch tires. Off-road seekers will want the 4xe Trailhawk, which has low-range gearing and height-adjustable suspension. This plug-in hybrid model uses a 2.0-liter turbocharged four-cylinder coupled with electric drive and provides 25 miles of electric-only range. The Uconnect 5 infotainment system has new features and more customization, but it has become less intuitive. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard.

$39,535-$74,045
BASE PRICE RANGE

73	⇈
ROAD TEST	ADAS
↓	↓
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 4xe, Altitude, Laredo, Limited, Overland, Summit, Summit Reserve, Trailhawk

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 hybrid (375 hp); 3.6-liter V6 (293 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **78**
Height (in.) **71**
Wheelbase (in.) **117**
Weight (lb.) **4,480**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,050**
Cargo Volume, cu.ft. **36**
Towing Capacity (lb.) **6,200**

FUEL
Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	**'22**	'23
Overall Reliability	!	↓	↓
Engine, Major	⇈	↑	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	⇈	⇈	↑
Drive System	↓	↓	↓
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	↑	⇈
Electrical	⇈	!	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇊	↓
Brakes	⇊	⇈	⇈
Exhaust	↑	⇈	⇈
Paint/Trim	⇈	!	⇈
Noises/Leaks	⇊	⇊	↑
Body Hardware	⇈	↓	↓
Power Equipment	↑	⇊	⇈
In-Car Electronics	⇈	⇊	⇊

Jeep Grand Cherokee L

51 OVERALL SCORE

Jeep's midsized three-row SUV is a longer version of the Grand Cherokee. Most GC-Ls are powered by the familiar 290-hp, 3.6-liter V6, which tends to be noisy when revved and isn't that powerful or fuel-efficient. High-end versions come with a 5.7-liter V8. The eight-speed automatic is smooth and downshifts appropriately to help slow the vehicle when descending hills. The ride has an underlying firmness but is compliant enough to keep the truly harsh hits out. Body roll is well-contained in corners, but the steering is too light. Six- and seven-passenger configurations are available, and the third row is relatively roomy. The interior exudes a premium feel, but some of the redesigned controls are too cluttered. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$41,535-$67,360
BASE PRICE RANGE

71 ROAD TEST	⏫ ADAS
🔽 RELIABILITY	🔽 SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Laredo, Limited, Overland, Summit

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 2 rear, 2 third

ENGINES: 3.6-liter V6 (290 hp); 5.7-liter V8 (357 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **205**
Width (in.) **78**
Height (in.) **72**
Wheelbase (in.) **122**
Weight (lb.) **4,840**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **45**
Towing Capacity (lb.) **6,200**

FUEL
Regular
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⏬	🔽	🔽
Engine, Major	⏫	🔼	⏫
Engine, Minor	🔽	🔼	⏫
Engine, Cooling	⏫	⏫	⏫
Transmission, Major	⏬	⏫	⏫
Transmission, Minor	⏬	⏫	🔼
Drive System	⏬	🔽	🔽
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	🔼	⏫
Electrical	🔼	!	⏫
Climate System	⏫	⏫	⏫
Suspension	🔽	⏬	🔽
Brakes	🔽	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	!	!	⏫
Noises/Leaks	⏬	⏬	🔼
Body Hardware	⏬	🔽	🔽
Power Equipment	⏬	⏬	⏫
In-Car Electronics	⏬	⏬	⏬

Jeep Renegade

44 OVERALL SCORE

The subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the old 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is now standard and should be more fuel-efficient. Handling is cumbersome and the ride is choppy. Excessive vibrations while the engine is idling and a too-touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. On the bright side, the easy-to-use Uconnect infotainment system is one of the best in the business. BSW and RCTW are standard. AEB highway is optional. Unfortunately, pedestrian detection isn't available.

$27,850-$32,970
BASE PRICE RANGE

56 ROAD TEST	Opt. ADAS
🔽 RELIABILITY	⏬ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Latitude, Trailhawk, Upland

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.3-liter 4 turbo (177 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **101**
Weight (lb.) **3,360**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **985**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓
RECOMMENDED

Jeep Wagoneer

50
OVERALL SCORE

Jeep revived the storied Wagoneer nameplate for this large three-row luxury SUV based on the Ram 1500 pickup truck. Unlike the Ram, the Wagoneer has independent rear suspension. The more premium Grand Wagoneer gets either a larger 6.4-liter V8 or a 510-hp twin-turbo six cylinder, more luxury amenities, and typically a six-figure price tag. The Wagoneer's stout 392-hp, 5.7-liter V8 returns just 15 mpg overall, which is way behind the times, and the worst among large SUVs. The Wagoneer rides comfortably, particularly if equipped with the optional air suspension, and the big SUV is very quiet. Handling is sound but not a strong suit. The cabin is very roomy and even the third-row seat is suitable for adults. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. A 15-inch longer L version is available for both Wagoneers.

$62,545-$81,145
BASE PRICE RANGE

66
ROAD TEST

⇈
ADAS

↓
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Base, Carbide, Series II, Series III

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.0-liter 6 turbo (420 hp); 5.7-liter V8 (392 hp); 6.4-liter V8 (471 hp); 3.0-liter 6 turbo (510 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **215**
Width (in.) **84**
Height (in.) **76**
Wheelbase (in.) **123**
Weight (lb.) **6,150**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,510**
Cargo Volume, cu.ft. **63.5**
Towing Capacity (lb.) **10,000**

FUEL
Regular or premium
CR Overall mpg **15**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Jeep Wrangler

25
OVERALL SCORE

The Wrangler remains true to the off-roading icon's heritage. Its essential hallmarks remain, with body-on-frame construction , solid axles, and two- and four-door configurations. The standard 2.0-liter turbocharged four-cylinder provides decent power. The V6 with the eight-speed automatic feels stronger, and we got 18 mpg overall. Jeep also offers a 4xe plug-in hybrid that can drive a short distance on electric power, as well as the Rubicon 392 with a 6.4-liter V8. Handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. AEB, BSW, and RCTW are all optional only, and pedestrian detection isn't offered at all. A 12.3-inch touchscreen with the latest UConnect infotainment system is part of a 2024 freshening. A Wrangler-inspired EV called the Recon will also be coming.

$32,095-$89,995
BASE PRICE RANGE

34
ROAD TEST

Opt.
ADAS

↓
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV

TRIM LINES: Rubicon, Rubicon 392, Rubicon X, Sahara, Sport, Sport S, Willys

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (270 hp); 2.0-liter 4 hybrid (375 hp); 3.6-liter V6 (285 hp); 6.4-liter V8 (470 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **188**
Width (in.) **74**
Height (in.) **74**
Wheelbase (in.) **118**
Weight (lb.) **4,440**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **41.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↓	↓
Engine, Major	↓	!	⇈
Engine, Minor	↑	!	⇈
Engine, Cooling	↑	⇈	⇈
Transmission, Major	↑	!	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	↓	↑	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	⇈	⇈
Electrical	↓	!	!
Climate System	⇈	⇈	⇈
Suspension	⇊	↓	⇊
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	⇈	⇈
Noises/Leaks	↑	↑	⇈
Body Hardware	!	⇈	⇈
Power Equipment	!	⇈	⇈
In-Car Electronics	↑	⇈	⇈

Kia Carnival ✓

83 OVERALL SCORE

Kia's minivan is roomy and refined, and it comes with desirable active safety features and there are plenty of optional luxury amenities. The Carnival uses a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. The ride is comfortable, and handling is secure but not agile. Controls are easy to use. High-end versions come with a loungelike reclining feature for the second row. The midsection of the second row can handily slide fore and aft, but owners have to remove the second-row seats for maximum cargo capacity, and they are heavy. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$33,200-$46,300
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
↑ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: EX, LX, SX, SX Prestige

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 (290 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **122**
Weight (lb.) **4,595**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,325**
Cargo Volume, cu.ft. **72**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Kia EV6 ✓

77 OVERALL SCORE

The EV6 is Kia's first car designed from the outset to be fully electric. EPA-estimated driving ranges are 310 miles for the rear-drive, long-range-battery model and 282 miles for the all-wheel-drive version. The base rear-drive model has a smaller battery, less horsepower, and only a 232-mile range. The top-level GT AWD model produces a whopping 576 hp. Recharging can be done relatively quickly at public DC fast chargers, thanks to the EV6's 235-kilowatt max acceptance rate. The EV6 is taut and agile, and the ride is steady and comfortable. It glides silently down the road and accelerates briskly. Rear and side visibility are restricted, and the car is saddled with annoying split-use climate and audio controls. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW are standard.

$42,600-$61,600
BASE PRICE RANGE

86 ROAD TEST	⇈ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT, GT-Line, Light, Wind

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (225 hp); Electric (320 hp); Electric (576 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **74**
Height (in.) **61**
Wheelbase (in.) **114**
Weight (lb.) **4,540**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,300**

FUEL
Electric
CR Overall mpge **105**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		●	●
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		⇈	↑
Electric Motor		⇈	⇈
EV Battery		⇈	⇈
EV Charging		↓	●
Fuel System			
Electrical			
Climate System		⇈	⇈
Suspension		⇈	⇈
Brakes		⇈	⇈
Exhaust			
Paint/Trim		↓	⇈
Noises/Leaks		⇈	⇈
Body Hardware		⇈	↑
Power Equipment		↑	⇈
In-Car Electronics		⇈	●

⏬ ▼ | ▲ ⏫
WORSE ⊢—⊣ BETTER

✓ RECOMMENDED

Kia EV9

NA
OVERALL SCORE

The EV9 is the first three-row EV from a mainstream automaker. With seating for six or seven, the EV9 is based on the E-GMP platform used for other Genesis, Hyundai, and Kia EVs. It's about the same dimensions as the Telluride SUV but with a longer wheelbase, giving it more interior space. The single-motor version makes 215 hp with rear-wheel drive, while the dual-motor AWD version makes 379 hp. The long range, RWD version has an EPA-estimated range of 304 miles, while the AWD version is rated at 280. The dash uses the two 12.3-inch screens to create the impression of a single wide display stretching from the instrument panel to the center infotainment screen. Controls are minimized compared with the rather traditional configuration in the Telluride. The EV9 comes standard with AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$54,900-$73,900
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GT-Line, Land, Light, Wind
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: Electric (201 hp); Electric (215 hp); Electric (379 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **122**
Weight (lb.) **5,715**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Electric
EPA Combined mpge **79**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Kia Forte ✓

70
OVERALL SCORE

The budget-friendly, compact Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and a noisy cabin. The standard 147-hp four-cylinder pulls adequately, and the CVT provides unobtrusive progress, but the engine gets raucous when pushed. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte tackles corners willingly. But it feels like the suspension transmits every bump to the passengers. The interior is drab and Spartan, and the seats in the midlevel LXS are uncomfortable. The infotainment system is simple and easy to use. A sportier GT model with a turbo engine is also available. AEB with pedestrian detection and AEB highway are standard; BSW and RCTW are optional.

$19,790-$25,190
BASE PRICE RANGE

71 ROAD TEST	▲ ADAS
▲ RELIABILITY	⏬ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: GT, GT-Line, LX, LXS
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)
TRANSMISSIONS: 6-speed manual; 7-speed sequential; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **71**
Height (in.) **57**
Wheelbase (in.) **106**
Weight (lb.) **2,805**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Kia K5 ✓

80 OVERALL SCORE

Kia's midsized sedan is roomy and fuel-efficient, handles securely, and has user-friendly controls. The standard 1.6-liter turbo four-cylinder delivers ample power and commendable fuel economy, at 32 mpg overall in our tests. Although the K5 shares its platform with the Hyundai Sonata, the Kia has a more comfortable ride. The roomy cabin has a traditional layout with a conventional gear selector. Buyers have to step up from the base LXS to the second-tier GT-Line or above to get a power driver's seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility; others require a cable. All-wheel drive is available. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$25,390-$31,790
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
↑ RELIABILITY	❘ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: EX, GT, GT-Line, LXS

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo (180 hp); 2.5-liter 4 turbo (290 hp)

TRANSMISSIONS: 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,150**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	❘	⇈
Engine, Major	*	⇈	⇈
Engine, Minor	*	⇈	⇈
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	⇈	⇈
Transmission, Minor	*	⇊	⇈
Drive System	*	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	⇈
Electrical	*	⇈	⇈
Climate System	*	⇈	⇈
Suspension	*	⇈	⇈
Brakes	*	⇊	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	⇈	⇈
Noises/Leaks	*	⇈	↓
Body Hardware	*	⇈	⇈
Power Equipment	*	⇊	⇈
In-Car Electronics	*	↑	↑

Kia Niro ✓

79 OVERALL SCORE

The redesigned Niro is a sensible, economical model which rivals most small SUVs in overall functionality, although it isn't available with all-wheel drive. Handling and braking have been improved over the previous version, and the ride is mostly comfortable, but the cabin suffers from an abundance of road noise. The hybrid achieved an excellent 45 mpg overall, a 2-mpg improvement over the first generation. The powertrain seamlessly blends electric and gasoline power, and we prefer the Niro's smooth-shifting six-speed dual-clutch automatic over the CVTs found in most hybrids. Unfortunately, the controls are now less friendly, and outward visibility is hurt by the elimination of the third side window. The Niro is also offered as a plug-in hybrid with an estimated electric driving range of 33 miles, as well as an EV with 253 miles of range. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$26,840-$44,600
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
↑ RELIABILITY	❘ SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: EX, EX Touring, LX, SX, SX Touring, Wave, Wind

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 hybrid (180 hp)

TRANSMISSIONS: 6-speed sequential; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **107**
Weight (lb.) **3,100**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **23**
Towing Capacity (lb.) **NR**

FUEL
Electric or regular
CR Overall mpg **45**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	↑
Engine, Major	*	*	⇈
Engine, Minor	*	*	⇈
Engine, Cooling	*	*	⇈
Transmission, Major	*	*	⇈
Transmission, Minor	*	*	⇈
Drive System	*	*	⇈
Electric Motor	*	*	⇈
EV Battery	*	*	⇈
EV Charging			
Fuel System	*	*	⇈
Electrical	*	*	⇈
Climate System	*	*	⇊
Suspension	*	*	⇈
Brakes	*	*	⇈
Exhaust	*	*	⇈
Paint/Trim	*	*	⇈
Noises/Leaks	*	*	⇈
Body Hardware	*	*	⇈
Power Equipment	*	*	⇈
In-Car Electronics	*	*	❘

Kia Niro EV ✓

71 OVERALL SCORE

The second-generation Niro EV is one of the most pleasant-driving budget-friendly electric models you can buy, and it has an ample EPA-estimated 253-mile range. Of note, it's only available with front-wheel drive. The 11-kW onboard charger allows for quicker home charging, but its meager 85-kW max acceptance rate means public DC fast charging will be relatively slow. With a 201-hp electric motor, acceleration is immediate and effortless, and much quicker than the Niro hybrid. Ride and handling are also better with the EV. The front seats are comfortable and the rear seat is roomy. Hatchback versatility is an asset, and the Niro's compact footprint makes for easy urban maneuverability. Some controls aren't intuitive, particularly the distracting split-use panel for the audio and climate systems. Thick rear roof pillars compromise visibility. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW come standard.

$39,600-$44,600
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Wave, Wind
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **62**
Wheelbase (in.) **107**
Weight (lb.) **3,750**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **23**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **113**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	↑	↓
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	⇈	⇈
Electric Motor	*	⇈	⇈
EV Battery	*	⇈	↓
EV Charging	*	↑	⇊
Fuel System			
Electrical			
Climate System	*	↑	⇈
Suspension	*	⇈	⇈
Brakes	*	!	⇈
Exhaust			
Paint/Trim	*	⇈	⇈
Noises/Leaks	*	!	⇈
Body Hardware	*	⇈	⇈
Power Equipment	*	⇈	⇈
In-Car Electronics	*	⇈	!

Kia Seltos ✓

68 OVERALL SCORE

The Seltos subcompact SUV slots below the Sportage and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. For 2024, the up-level 1.6-liter turbocharged four-cylinder engine gained 20 hp and is now paired with an eight-speed automatic. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are unavailable on the base trim but come standard on other trims.

$24,390-$29,990
BASE PRICE RANGE

73 ROAD TEST	↑ ADAS
! RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, LX, S, SX, X-Line
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 turbo (195 hp); 2.0-liter 4 (146 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **104**
Weight (lb.) **3,120**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **28**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	*	!
Engine, Major	⇊	*	⇈
Engine, Minor	⇈	*	⇈
Engine, Cooling	⇈	*	⇈
Transmission, Major	!	*	!
Transmission, Minor	⇈	*	⇈
Drive System	⇈	*	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	⇈
Electrical	!	*	⇈
Climate System	↓	*	⇈
Suspension	⇈	*	⇈
Brakes	⇈	*	!
Exhaust	⇈	*	⇈
Paint/Trim	!	*	⇈
Noises/Leaks	⇈	*	⇈
Body Hardware	⇈	*	⇈
Power Equipment	⇈	*	⇈
In-Car Electronics	⇈	*	⇈

Kia Sorento ✓

72-77
OVERALL SCORE

The Sorento is what many consider a "right-sized SUV," as it slots just in between the compact Sportage and midsized Telluride. It comes standard with three rows of seats in either six or seven passenger configurations. Upper trims get the six-passenger format with two individual captain's chairs in the second row. The base four-cylinder engine is neither quick nor quiet, while the 281-hp, turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes low-speed vibrations. We think the pick of the model line is the hybrid version, which is quieter, rides more comfortably, and gets an impressive 28 mpg overall. There's also a plug-in hybrid model with 32 miles of electric-only range. Handling is secure, but the ride is moderately stiff. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$30,090-$49,990
BASE PRICE RANGE

82-86 ROAD TEST	⇈ ADAS
❙ RELIABILITY	⇊-↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, Hybrid EX, LX, S, SX, SX-Prestige, X-Line

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **111**
Weight (lb.) **3,985**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,030**
Cargo Volume, cu.ft. **39.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **25-28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↑
Engine, Major	⇈	❙	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇊	❙	⇈
Transmission, Minor	⇊	❙	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇊	⇊	⇈
Electrical	⇈	⇈	⇈
Climate System	❙	❙	⇈
Suspension	❙	❙	⇈
Brakes	⇈	⇈	⇈
Exhaust	❙	⇈	⇈
Paint/Trim	↑	⇈	↓
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	⇈	↓
Power Equipment	❙	⇈	⇈
In-Car Electronics	↑	⇈	↓

Kia Soul ✓

73
OVERALL SCORE

The Soul blends personality and versatility with its familiar boxy shape and cheerful character. A continuously variable transmission contributes to good fuel economy, but the engine gets loud when pushed hard, such as when merging onto the highway or climbing a steep hill. Handling is nimble, but the ride is notably stiff. Easy access and good outward visibility continue to be strengths. The top EX trim comes with a power driver's seat with a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touchscreen. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are standard on S and higher trims but optional on the base LX.

$19,990-$24,290
BASE PRICE RANGE

77 ROAD TEST	↑ ADAS
❙ RELIABILITY	❙ SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: EX, GT-Line, LX, S

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (147 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **165**
Width (in.) **71**
Height (in.) **63**
Wheelbase (in.) **102**
Weight (lb.) **2,995**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	⇈	↑
Engine, Major	⇊	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇊	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇊	⇈	⇈
Climate System	⇈	↓	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	❙	⇈	⇈
Body Hardware	❙	⇈	❙
Power Equipment	❙	⇈	⇈
In-Car Electronics	⇈	⇈	↑

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Kia Sportage ✓

74-79
OVERALL SCORE

The Sportage, which was redesigned for 2023, is one of the roomiest compact SUVs. The base engine, a lackluster four-cylinder mated to an eight-speed automatic, returned 25 mpg overall in our tests. The hybrid version is the one to go for because it is quicker, quieter, and gets 36 mpg overall. There's also a plug-in hybrid version that puts out 261 hp, has an electric-only range of 34 miles, and comes standard with all-wheel drive. This compact SUV has responsive handling and a firm yet absorbent ride. Most controls are easy to use, although the annoying split-use climate/audio touchscreen panel requires toggling back and forth between the systems. The front seats are comfortable, and the rear seat offers generous headroom and legroom. AEB with pedestrian and cyclist detection and AEB highway are standard. BSW and RCTW aren't available on the base LX but come standard on higher trims.

$27,090-$37,890
BASE PRICE RANGE

77-85 ROAD TEST	↑ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, Hybrid EX, LX, SX, SX Prestige, X-Line, X-Pro, X-Pro Prestige

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (187 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **3,610**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38**
Towing Capacity (lb.) **2,500**

FUEL
Regular
CR Overall mpg **25-36**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	!
Engine, Major	↑	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	!	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	↑
Climate System	⇈	⇈	⇈
Suspension	!	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	!
In-Car Electronics	⇈	⇈	↑

Kia Telluride ✓

84
OVERALL SCORE

The Telluride three-row midsized SUV offers seating for up to eight people and is one of the best in the category. Competing against the Chevrolet Traverse, Honda Pilot, and Toyota Highlander, it shares its platform and many components with the Hyundai Palisade, including its slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with a single touch of a button. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$35,990-$53,185
BASE PRICE RANGE

92 ROAD TEST	⇈ ADAS
! RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, S, SX, X-Line, X-Pro

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.8-liter V6 (291 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **114**
Weight (lb.) **4,300**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,325**
Cargo Volume, cu.ft. **47.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	↑
Suspension	!	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	!	↑
Noises/Leaks	↑	⇊	!
Body Hardware	↑	!	↑
Power Equipment	↑	↑	!
In-Car Electronics	⇈	!	↑

Land Rover Defender

47 OVERALL SCORE

The latest version of Land Rover's classic, go-anywhere SUV is civilized and pretty quick. But frustrating controls and unimpressive fuel economy count against it. The Defender comes with a choice of turbocharged four- or six-cylinder engines or a supercharged V8. Body styles include two- and four-door versions, and both five- and seven-passenger seating configurations are available. The various off-road-ready features include selectable modes to help traverse a variety of terrains. We found acceleration plentiful with the optional mild-hybrid turbo six-cylinder, but it managed just 18 mpg overall. The ride is steady but firm, and handling is a bit ponderous. The seats are very comfortable, but the infotainment system is slow and distracting to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$56,400-$118,600
BASE PRICE RANGE

57 ROAD TEST	▲ ADAS
▼ RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV; extended SUV

TRIM LINES: Outbound, S, SE, Standard, V8, X, X-Dynamic SE, XS

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (493 hp); 5.0-liter V8 supercharged (518 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **79**
Height (in.) **77**
Wheelbase (in.) **119**
Weight (lb.) **5,435**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,985**
Cargo Volume, cu.ft. **43**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Discovery

49 OVERALL SCORE

The Discovery three-row SUV blends on-road refinement with off-road and towing prowess. Its optional six-cylinder turbo engine produces plenty of power, and the eight-speed automatic shifts smoothly. A 2.0-liter turbo four-cylinder is standard. Though the optional air suspension makes the ride steady, the Discovery lumbers in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The second row can fit three adults, but the low bottom cushion hurts comfort, and accessing the tight third-row seat is an awkward process. A recent mild freshening brought an updated infotainment system, more standard equipment, and an improved second-row seat. Max towing capacity is a stout 8,200 pounds. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$59,900-$79,300
BASE PRICE RANGE

65 ROAD TEST	▲ ADAS
▼ RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Metropolitan Edition, R-Dynamic S, S

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (355 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **82**
Height (in.) **74**
Wheelbase (in.) **115**
Weight (lb.) **5,405**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,200**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **8,200**

FUEL
Premium
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Discovery Sport

46 OVERALL SCORE

Land Rover's luxury compact SUV struggles against both its peers and even mainstream small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. We found the Discovery Sport capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive to use and slow to respond. To the SUV's credit, its rear seat is roomy. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$48,900-$53,100
BASE PRICE RANGE

57 ROAD TEST	▲▲ ADAS
▼ RELIABILITY	▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: R-Dynamic SE, SE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.0-liter 4 turbo (246 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **82**
Height (in.) **68**
Wheelbase (in.) **108**
Weight (lb.) **4,325**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover

NA OVERALL SCORE

The top-shelf Range Rover, which was redesigned for the 2023 model year, continues its legacy of pushing boundaries, with new tech and an elegant design. The standard engine is a mild-hybrid turbo inline-six that is smooth and powerful. The ride is steady and controlled, thanks in part to the air suspension, which also lowers the vehicle automatically for easy entry and exit. Handling is responsive but not agile. Controls are too complicated and distracting. The Range Rover is offered in four-, five-, and seven-seat configurations in the long wheelbase version. A twin-turbo V8 and a plug-in hybrid with a 51-mile electric-only range are also available. An EV will debut in 2024. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$107,400-$234,000
BASE PRICE RANGE

NA ROAD TEST	▲▲ ADAS
▼ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV
TRIM LINES: Autobiography, First Edition, SE, SV
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.0-liter 6 turbo (395 hp); 3.0-liter 6 hybrid (434 hp); 4.4-liter V8 turbo (523 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **81**
Height (in.) **74**
Wheelbase (in.) **118**
Weight (lb.) **5,630**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,200**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Evoque

46
OVERALL SCORE

The Evoque is more about style than function, and ends up being frustrating on several levels. For example, the turbo four-cylinder has a pronounced initial delay when accelerating from a rolling stop, with power then coming on abruptly. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered by thick roof pillars and chopped side windows. The dual-screen infotainment system is convoluted and slow to respond to commands. On the plus side, handling is nimble, the front seats are comfortable, and fit and finish is impressive. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$49,900-$54,900
BASE PRICE RANGE

56 ROAD TEST	⇈ ADAS
⌄ RELIABILITY	⌄ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: R-Dynamic SE, S, SE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **79**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **4,235**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **25**
Towing Capacity (lb.) **3,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Sport

61
OVERALL SCORE

Unlike the previous generation which tried too hard to be sporty, this redesigned Range Rover Sport narrows the gap compared to the full blown Range Rover in terms of luxury and refinement. It is quick with its standard turbo and supercharged six-cylinder engine and the power delivery is buttery smooth. Handling is capable, and the ride is comfortable and composed thanks to the standard air suspension, even with the optional 22-inch tires. The cabin is impressively quiet and the seats are very comfortable. Interior ambience is swanky but the controls are not intuitive. Additional powertrains include a plug-in hybrid with a claimed 48-mile electric-only range, and a twin-turbo V8. All use a smooth-shifting eight-speed automatic. An EV version joins the lineup for 2024. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$83,000-$121,500
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
⌄ RELIABILITY	⌃ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Autobiography, SE, SE Dynamic
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter 6 turbo (355 hp); 3.0-liter 6 turbo (395 hp); 3.0-liter 6 hybrid (434 hp); 4.4-liter V8 turbo (523 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **81**
Height (in.) **72**
Wheelbase (in.) **118**
Weight (lb.) **5,430**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **38**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Land Rover Range Rover Velar

53 OVERALL SCORE

The Velar shares its fundamentals with the Jaguar F-Pace, with a greater emphasis on sportiness than off-road prowess. With the recent freshening, two powertrains are available: a 3.0-liter turbocharged mild-hybrid six-cylinder and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of oomph. Handling is taut and agile, but the ride is firm. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touchscreens. But the bottom one, which houses the climate controls, is mounted too low to easily use while driving. Plus, the system requires too many extra steps to accomplish even simple tasks. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$61,500-$78,400
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Dynamic HSE, Dynamic SE, S

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 3.0-liter 6 turbo (395 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **80**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,350**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **5,500**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus ES ✓

82-88 OVERALL SCORE

This comfortable and refined sedan has a quiet, plush, and well-made interior. The optional V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall in our test, while the ES hybrid's powertrain returned 42 mpg when we evaluated it. The base four-cylinder ES250 comes standard with AWD. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. The infotainment system is easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$42,040-$52,330
BASE PRICE RANGE

83-91 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, 250 F Sport, 250 Luxury, 250 Ultra Luxury, 300h, 300h F Sport, 300h Luxury, 300h Ultra Luxury, 350, 350 F Sport, 350 Luxury, 350 Ultra Luxury

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (302 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,770**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **25-42**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	❘	⇈	⇈
Engine, Major	❘	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	⇈
Noises/Leaks	⇊	↑	⇈
Body Hardware	⇊	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	↑	❘

Lexus GX

NA
OVERALL SCORE

The redesigned GX promises more luxury and power than the long-running model it replaces. The three-row GX shares the GA-F platform with the Lexus LX, giving it a strong foundation, and it is larger in every key dimension compared to the model it replaces. Lexus says that both interior room and cargo space have been increased. It uses a 349-hp, 3.4-liter turbocharged V6 engine with a 10-speed automatic transmission and full-time four-wheel drive. Lexus claims it gets 17 mpg combined, which is not impressive. A hybrid powertrain will be available in the future. A new Overtrail trim level gives the GX heightened off-road abilities, with large 33-inch tires and a rear locking differential. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$56,425-$67,080
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Luxury+, Overtrail, Overtrail+, Premium, Premium+

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.4-liter V6 turbo (349 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **76**
Wheelbase (in.) **112**
Weight (lb.) **5,170**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,000**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	●	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	●	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	●	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	⇈

Lexus IS ✓

72
OVERALL SCORE

A recent update to the IS luxury sports sedan brought only modest improvements, and still trails the competition in terms of the driving experience, interior room, and fuel economy. Rear-wheel-drive versions come with a 241-hp turbo four-cylinder, while all-wheel-drive models have a polished but thirsty 260-hp V6. Handling is fairly nimble but not all that sporty, and the ride is jittery. The well-finished cabin remains very snug front and rear, and AWD versions still suffer from a center tunnel protrusion into the driver's legroom. The infotainment system relies on a distracting touchpad but is slightly improved thanks to a touch-enabled screen. The IS 500 F Sport comes with a 472-hp, 5.0-liter V8. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$40,085-$62,770
BASE PRICE RANGE

67 ROAD TEST	⇈ ADAS
↑ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 300, 300 F Sport, 350 F Sport, 500 F Sport, 500 F Sport Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp); 5.0-liter V8 (472 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **110**
Weight (lb.) **3,900**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ● ↑ ⇈
WORSE — BETTER
✓ RECOMMENDED

Lexus LS

66 OVERALL SCORE

The current LS has strayed far from the epitome of whisper-quiet, stress-free motoring that this ultra-luxury sedan used to be known for, thanks to its complicated controls, stiff ride, and compromised seating. Available with rear- or all-wheel drive, the standard 416-hp, 3.4-liter V6 turbo engine is coupled to a 10-speed automatic. But hesitation at low speeds keeps the car from feeling powerful, despite its 6-second 0 to 60 mph acceleration. It's too bulky to feel nimble through corners and bumps punch through more often than they should, even with the optional air suspension. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating, and it can take several steps to perform simple tasks. Headroom is surprisingly tight both front and rear for such a large sedan. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$77,385-$113,485
BASE PRICE RANGE

68 ROAD TEST	⇈ ADAS
● RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 500, 500h, F Sport
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.4-liter V6 turbo (416 hp); 3.5-liter V6 hybrid (354 hp)
TRANSMISSIONS: 10-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **206**
Width (in.) **75**
Height (in.) **58**
Wheelbase (in.) **123**
Weight (lb.) **5,170**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **870**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	●	*
Engine, Major	*	⇈	*
Engine, Minor	*	⇈	*
Engine, Cooling	*	⇈	*
Transmission, Major	*	⇈	*
Transmission, Minor	*	⇈	*
Drive System	*	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	*
Electrical	*	⇈	*
Climate System	*	⇈	*
Suspension	*	⇈	*
Brakes	*	⇈	*
Exhaust	*	⇈	*
Paint/Trim	*	●	*
Noises/Leaks	*	⇊	*
Body Hardware	*	●	*
Power Equipment	*	↑	*
In-Car Electronics	*	●	*

Lexus LX

NA OVERALL SCORE

The recently redesigned LX 600 takes the next-generation Toyota Land Cruiser (which is not sold in the U.S.) and wraps it in a luxury package, with a smooth, powerful turbocharged V6 engine, super quiet and lavishly furnished cabin, soft-closing doors, and off-road capability. It's powered by a 409-hp, turbocharged 3.4-liter turbo V6 engine and a slick 10-speed transmission. It remains a traditional body-on-frame design with a solid rear axle, to the detriment of third-row space. The height-adjustable suspension can lower the vehicle for easier access or raise it for off-road obstacles. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$90,815-$130,905
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
● RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: F Sport, Luxury, Premium, Standard, Ultra Luxury
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.4-liter V6 turbo (409 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **74**
Wheelbase (in.) **112**
Weight (lb.) **5,925**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,000**

FUEL
Premium
EPA Combined mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lexus NX ✓

72
83
OVERALL SCORE

Beneath the NX's mild exterior changes is a quicker, more fuel-efficient, and swankier vehicle, although it is not particularly engaging to drive. We think the best version is the hybrid. Not only does it get 38 mpg overall, but the powertrain feels more refined during regular driving than the NX350's 275-hp turbocharged four-cylinder. That engine returned 25 mpg overall in our tests. Handling is responsive though short of sporty, while the ride is firm but comfortable. The cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. The electronic interior door releases, unintuitive gear selector, and low center dash vents are small faults in an otherwise a pleasant vehicle. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$39,455-$60,005
BASE PRICE RANGE

78-84 ROAD TEST	⇈ ADAS
!-↑ RELIABILITY	!-↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250, 350, 350h, 450h+, F Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (275 hp); 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (240 hp); 2.5-liter 4 hybrid (304 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,905**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,000**

FUEL
Premium
CR Overall mpg **25-38**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	!	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇊
Drive System	⇈	↓	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	↓	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	↑	⇊
In-Car Electronics	⇈	⇊	!

Lexus RX ✓

78
83
OVERALL SCORE

The recently-redesigned RX is powered by a 2.4-liter turbocharged four-cylinder mated to an eight-speed automatic. The new engine is powerful and gets good fuel economy at 24 mpg overall, but it lacks the silky-smoothness of the old V6. The RX 350h hybrid version is much more sparing with fuel, at 34 mpg overall. The RX's ride is comfortable, especially when fitted with the standard 19-inch tires vs. the optional 21s. Handling is sound and secure but not sporty. The well-finished cabin has lots of padded surfaces and exposed stitching. The front seats are comfortable and the rear seat is generously sized. The infotainment touchscreen isn't the most intuitive, and both the electronic door latches and the gear-selector lever take familiarity. A head-up display is optional, but it brings annoying, unlabeled steering-wheel buttons. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$48,600-$68,730
BASE PRICE RANGE

79-86 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 350, 350h, 350h Luxury, 350h Premium, 350 Luxury, 350 Premium, 350 Premium+, 450+, 500h, F Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (275 hp, 366 hp); 2.5-liter 4 hybrid (246 hp); 2.5-liter 4 hybrid (304 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **76**
Height (in.) **67**
Wheelbase (in.) **112**
Weight (lb.) **4,280**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,110**
Cargo Volume, cu.ft. **31**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **24-34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	↑
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	!	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	!
Noises/Leaks	↑	⇈	↑
Body Hardware	⇈	⇈	↑
Power Equipment	⇈	↑	⇈
In-Car Electronics	⇈	⇈	↑

⇊ ↓ ● ↑ ⇈
WORSE ⟝⟞ BETTER

✓ RECOMMENDED

Lexus RZ ✓

74 OVERALL SCORE

The RZ 450e is the first Lexus electric vehicle. It shares its platform and many components with the Toyota bZ4X, but it has more power, a nicer interior, and comes standard with all-wheel drive. It's a fine-driving SUV, with vigorous acceleration, a comfortable ride, and a quiet cabin. But the RZ falters when it comes to driving range, charging speed, and the amount of EV-specific information given to the driver. With its 71.4-kWh battery and 18-inch tires, the RZ 450e only managed a mere 202 miles in our highway range test; the optional 20-inch tires will reduce driving range even further. Either way, that's notably shorter than any direct rival, let alone some less expensive EVs. Plus, its 6.6-kW on-board charger is skimpy and results in home charging that's on the slower side. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$58,500-$64,000
BASE PRICE RANGE

70 ROAD TEST	⇈ ADAS
↑ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Luxury, Premium
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (308 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **74**
Height (in.) **64**
Wheelbase (in.) **112**
Weight (lb.) **4,515**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **107**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Lexus TX

NA OVERALL SCORE

Lexus is filling a big hole in its SUV line with the all-new TX, a three-row model that shares its dimensions and many mechanical bits with the new Toyota Grand Highlander. Sized a notch up from the RX, the boxy TX launches with two powertrains: 275-hp turbo four-cylinder, with an estimated 21 mpg combined, and a 366-hp turbo four-cylinder hybrid, with an estimated 24 mpg combined. A 404-hp V6 plug-in hybrid with 33 miles of electric-only range will join later. It has spacious accommodations for all three rows, and tremendous cargo-toting abilities when the third row is folded. The center row can be configured as a bench seat or captain's chairs. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$53,700-$71,300
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: F Sport, Luxury, Premium, Standard
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.4-liter 4 turbo (275 hp); 2.4-liter 4 hybrid (366 hp); 3.5-liter V6 hybrid (404 hp)
TRANSMISSIONS: 6-speed automatic; 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **203**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **116**
Weight (lb.) **4,965**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **5,000**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Lexus UX ✓

78
OVERALL SCORE

Lexus' entry-level luxury SUV is the brand's smallest model. The UX comes exclusively as a hybrid, with front- and all-wheel-drive versions. We got an excellent 37 mpg overall in our tests, but the engine sounds very boisterous when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited in all directions, and the interior is tight, particularly the rear seat. The cabin isn't as fancy as it is in other Lexus models. Updates also include a new touchscreen infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$35,540-$44,370
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 250h, 250h F Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 hybrid (181 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **72**
Height (in.) **60**
Wheelbase (in.) **104**
Weight (lb.) **3,570**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	*	*
Engine, Major	⇈	*	*
Engine, Minor	⇈	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	*
Electrical	⇈	*	*
Climate System	⇈	*	*
Suspension	⇈	*	*
Brakes	⇈	*	*
Exhaust	⇈	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	⇈	*	*
Body Hardware	⇈	*	*
Power Equipment	⇈	*	*
In-Car Electronics	⇈	*	*

Lincoln Aviator

62
OVERALL SCORE

The Aviator is a three-row luxury midsized SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. A plug-in hybrid is also available, but it prioritizes extra power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$51,370-$90,280
BASE PRICE RANGE

78 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Black Label, Black Label Grand Touring, Grand Touring, Reserve, Standard
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.0-liter V6 turbo (400 hp); 3.0-liter V6 hybrid (494 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **80**
Height (in.) **70**
Wheelbase (in.) **119**
Weight (lb.) **5,065**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **1,415**
Cargo Volume, cu.ft. **49**
Towing Capacity (lb.) **6,700**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Lincoln Corsair ✓

72 OVERALL SCORE

This upscale version of the Ford Escape comes standard with a 2.0-liter turbo that provides plenty of motivation. A plug-in hybrid with roughly 25 miles of electric range is also available. The Corsair has responsive handling, rides very comfortably, and is quiet inside. The front seats aren't ideal because the bottom cushion loses support on longer drives. The rear seat is adjustable fore and aft, and the seatback reclines. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Lincoln's active driving assistance system, BlueCruise, is available.

$38,730-$53,925
BASE PRICE RANGE

80 ROAD TEST	⇈ ADAS
○ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Grand Touring, Reserve, Standard
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (266 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **107**
Weight (lb.) **3,910**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,000**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	*
Engine, Major	⇈	↑	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↓	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	↑	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	○	*
Noises/Leaks	⇊	↓	*
Body Hardware	⇈	⇊	*
Power Equipment	⇈	↑	*
In-Car Electronics	↓	⇈	*

Lincoln Nautilus

NA OVERALL SCORE

The Nautilus is redesigned for 2024. In addition to styling updates, the two-row midsized luxury SUV boasts an optional hybrid drivetrain and a wide display screen that wraps around the front of the cabin. The base engine is a 250-hp, 2.0-liter turbocharged four-cylinder paired with an eight-speed automatic and standard all-wheel drive; the optional 310-hp hybrid powertrain can be ordered on all trim levels and is mated to a continuously variable transmission. Two-tone paint and a blacked-out trim package are optional. All of the latest active safety features come standard. Ford's excellent BlueCruise active driving assistance system is available as a subscription.

$50,415-$74,465
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
○ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Black Label, Premiere, Reserve, Standard
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 hybrid (310 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **80**
Height (in.) **68**
Wheelbase (in.) **114**
Weight (lb.) **4,350**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **1,750**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↓	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	↓	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↓	*
Climate System	⇈	⇊	*
Suspension	⇈	⇈	*
Brakes	↓	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↓	*
Noises/Leaks	⇈	↑	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	↑	↑	*

Lincoln Navigator

54 OVERALL SCORE

This luxurious version of the Ford Expedition is quiet and full of high-tech features, including the latest Sync 4 infotainment system. At low speeds the SUV feels like it rocks back and forth, but the ride improves and is more comfortable on the highway. Handling is cumbersome, even for a large SUV. The twin-turbo V6 and 10-speed automatic deliver quick and effortless acceleration, and towing capacity is a stout 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available, and the third row is hospitable. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Lincoln's active driving assistance system, BlueCruise, is standard.

$82,765-$113,795
BASE PRICE RANGE

58 ROAD TEST

▲ ADAS

▼ RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Black Label, L, Premiere, Reserve

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (440 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **123**
Weight (lb.) **6,100**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,565**
Cargo Volume, cu.ft. **56**
Towing Capacity (lb.) **8,300**

FUEL
Premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lucid Air

69 OVERALL SCORE

This luxurious and exclusive EV sedan is quite advanced in terms of range and charging speed. Our tested AWD Touring model, with a prodigious 620 hp, is super quick, with a seemingly never-ending flow of power that's delivered in a smooth and measured way. Driving range is an impressive 384 miles from its 92-kWh battery. It can theoretically take a maximum acceptance rate of 250 kW in public DC fast-charging places. Handling is nimble, and the ride is luxuriously composed except for some low-speed stiffness. The Lucid's interior is noisier than it should be for such an expensive vehicle, with too much electric motor whine and wind noise on the highway. Many controls are buried in a low touchscreen, which can cause driver distraction. The cabin is decked in leather, suede, and wool, and rear seat room is generous. AEB with pedestrian and cyclist detection, AEB highway, BSW, and RCTW come standard.

$82,400-$161,500
BASE PRICE RANGE

94 ROAD TEST

▲ ADAS

▼ RELIABILITY

● SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Grand Touring, Pure, Sapphire, Touring

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (480 hp); Electric (620 hp); Electric (819 hp); Electric (1,200 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **76**
Height (in.) **56**
Wheelbase (in.) **117**
Weight (lb.) **5,015**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **121**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	*	*
Electric Motor	*	*	*
EV Battery	*	*	*
EV Charging	*	*	*
Fuel System			
Electrical			
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust			
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Maserati Grecale

62 OVERALL SCORE

The Grecale SUV is positioned between the Levanta and its Stellantis cousin, the Alfa Romeo Stelvio. Based on the Stelvio, the Grecale combines elegance, athleticism, and performance. Even with the base 296-hp, 2.0-liter turbocharged four cylinder engine, the Grecale feels quick and the sonorous exhaust sound adds to its character. The taut suspension makes this SUV agile and stable in corners. The ride has an underlying firmness but it's steady and composed. The cabin is luxurious with suede, matte wood and chrome touches, and the trademark clock is prominent. But many of the controls are distracting to use, in particular the unintuitive push-button gear selector and the ridiculously large column-mounted paddle shifters, which constantly get in the way of the turn-signal stalk. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$63,500-$102,500
BASE PRICE RANGE

83 ROAD TEST | ↑ ADAS
↓ RELIABILITY | ↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GT, Modena, Trofeo
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (296 hp); 2.0-liter 4 turbo (325 hp); 3.0-liter V6 turbo (523 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **77**
Height (in.) **66**
Wheelbase (in.) **114**
Weight (lb.) **4,415**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **5,515**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Electric Motor			
EV Battery			
EV Charging			
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Maserati Levante

NA OVERALL SCORE

Derived from the Ghibli and Quattroporte sedans, most versions of the Levante SUV come with a 345-hp or 424-hp turbo V6. Each is mated to a quick and smooth-shifting eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect infotainment system with an 8.4-inch touchscreen, along with a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector and other controls are not intuitive to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$87,600-$161,400
BASE PRICE RANGE

NA ROAD TEST | ⇈ ADAS
↓ RELIABILITY | ○ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GT, Modena, Modena S, Trofeo
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp); 3.8-liter V8 turbo (550 hp); 3.8-liter V8 turbo (580 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **66**
Wheelbase (in.) **118**
Weight (lb.) **4,905**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,000**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mazda3 ✓

78
OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms. In our tests the standard 2.5-liter four-cylinder and six-speed automatic worked well together. The up-level engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. Handling is nimble, but the 3 is less sporty than in past generations. The ride is firm but steady, and the suspension absorbs impacts well, though the turbo version is stiffer. The cabin is relatively quiet and nicely finished, but the rear seat is snug. The driver interacts with the infotainment system exclusively through a rotary knob, rather than a touchscreen; we found this setup to be fussy and distracting to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are all standard for 2024.

$24,170-$36,650
BASE PRICE RANGE

77	⇈
ROAD TEST	ADAS
↑	!
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: Carbon Edition, Preferred, Premium, S, Select, Turbo, Turbo Premium Plus

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **71**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,025**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **30**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	!	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇊	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	!	⇈	⇈
In-Car Electronics	⇈	!	⇈

Mazda CX-30 ✓

67
OVERALL SCORE

The Mazda3-based CX-30 comes with a 2.5-liter four-cylinder matched to a six-speed automatic and AWD. In everyday driving, acceleration feels tepid, as wringing out more power requires a heavy foot on the accelerator pedal. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility. AEB with pedestrian detection, AEB highway, BSW, and RCTW are all standard for 2024.

$24,995-$36,800
BASE PRICE RANGE

65	⇈
ROAD TEST	ADAS
↑	↓
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Carbon Edition, Preferred, Premium, Premium Plus, Select

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **71**
Height (in.) **62**
Wheelbase (in.) **105**
Weight (lb.) **3,280**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **21.5**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	⇈	⇈
Engine, Major	↓	⇈	⇈
Engine, Minor	!	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	!	↑	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	!	!	!

Mazda CX-5 ✓

75 OVERALL SCORE

The CX-5 remains one of the best small SUVs. A recent freshening brought transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. Its 24 mpg overall is good for an all-wheel-drive SUV, but it trails class leaders. High-end versions have a more powerful turbo engine. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in the class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system. Exterior styling compromises rear and side visibility. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$29,300-$40,600
BASE PRICE RANGE

77 ROAD TEST

⇈ ADAS

↑ RELIABILITY

ǀ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Carbon Edition, Preferred, Premium, Premium Plus, Select, Turbo Carbon, Turbo Premium, Turbo Signature

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **180**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,590**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↑
Engine, Major	ǀ	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	↑	ǀ	↑

Mazda CX-50 ✓

77 OVERALL SCORE

The CX-50 feels underpowered with the base 187-hp four-cylinder engine, and the six-speed automatic delivers some bumpy shifts. The up-level turbo engine is more enjoyable, thanks to its extra oomph. Forget the off-road marketing hype, the CX-50's agile on-road handling gives it a sporty feel through corners. The ride is well controlled but far too firm on the 20-inch wheels of our tested Premium Plus trim. The front seats are comfortable, and the rear is roomy with easy access, thanks to wide-opening doors. The infotainment system's center-console controller knob takes some getting used to. Changes for 2024 include updates to the suspension and a recalibrated electric power-assist steering system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$30,300-$43,300
BASE PRICE RANGE

78 ROAD TEST

⇈ ADAS

↑ RELIABILITY

↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Meridian Edition, Preferred, Preferred Plus, Premium, Premium Plus, Select, Turbo

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **73**
Height (in.) **64**
Wheelbase (in.) **111**
Weight (lb.) **3,755**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **34**
Towing Capacity (lb.) **2,000**

FUEL
Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			↑
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			↑
Power Equipment			⇈
In-Car Electronics			↓

Mazda CX-90 ✓

82 OVERALL SCORE

The three-row Mazda CX-90 is an attempt to move the brand upscale with its new rear-wheel-drive based platform, potent inline six-cylinder engine, and optional plug-in hybrid. All-wheel drive is standard. The SUV is available with an all-new 280- or 340-horsepower 3.3-liter six-cylinder turbocharged engine—both are smooth and sound good. We got 24 mpg overall with the 280-hp version. A plug-in hybrid, which comes with a 2.5-liter four-cylinder and a 17.8-kWh battery, is also available and has a claimed EV range of 26 miles. Handling is taut and agile, the ride is firm and composed but higher trims that come with 21-inch wheels and tires make the ride too stiff. The cabin is roomy but controls aren't so intuitive. The front seats are supportive and the driving position is well sorted. Both seven- and eight-passenger seating configurations are available. A comprehensive suite of active safety features is standard.

$39,595-$59,950
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Preferred, Preferred Plus, Premium, Premium Plus, S, Select

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.5-liter 4 hybrid (323 hp); 3.3-liter 6 turbo (280 hp); 3.3-liter 6 turbo (340 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **69**
Wheelbase (in.) **123**
Weight (lb.) **4,760**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,360**
Cargo Volume, cu.ft. **41.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Mazda MX-5 Miata ✓

80 OVERALL SCORE

Mazda's lightweight, rear-wheel-drive, two-seat roadster can accelerate quickly when the engine is revved high, yet it manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional six-speed automatic works well, it dilutes the driving experience compared with the manual. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. The RF version comes with a retractable hard top. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is not offered.

$28,050-$38,950
BASE PRICE RANGE

80 ROAD TEST	↑ ADAS
↑ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: convertible

TRIM LINES: Club, Grand Touring, RF, Sport

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 (181 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **154**
Width (in.) **68**
Height (in.) **49**
Wheelbase (in.) **91**
Weight (lb.) **2,335**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **340**
Cargo Volume, cu.ft. **5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	○	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	○	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇊	⇊	*

Mercedes-Benz C-Class

48 OVERALL SCORE

The C-Class features a polished powertrain and sharp handling. But the controls and a spongy brake pedal mar the experience. The C300's punchy, 2.0-liter turbo four-cylinder and smooth-shifting 9-speed automatic deliver plenty of invigorating power. The 48-volt mild-hybrid system contributes to the commendable 29 mpg overall. Handling is sporty, thanks to a tightly controlled chassis and sharp steering. The ride is steady and composed but is too stiff with the optional AMG sport suspension. The front seats are supportive, and cabin fit and finish is impressive. Capacitive-touch controls add further frustrations to the infotainment system. The AMG C43 uses a 402-hp, turbocharged four-cylinder. AEB with pedestrian detection, AEB highway and BSW are standard, but RCTW is optional.

$46,950-$48,950
BASE PRICE RANGE

75 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: C43, Exclusive, Pinnacle, Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 turbo (402 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **4,030**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **985**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	*	*
Engine, Major	⇈	*	*
Engine, Minor	⇈	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	⇈	*	*
Transmission, Minor	⇈	*	*
Drive System	⇈	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	*
Electrical	⇈	*	*
Climate System	!	*	*
Suspension	⇈	*	*
Brakes	⇈	*	*
Exhaust	⇈	*	*
Paint/Trim	!	*	*
Noises/Leaks	⇈	*	*
Body Hardware	!	*	*
Power Equipment	⇊	*	*
In-Car Electronics	↓	*	*

Mercedes-Benz CLA

46 OVERALL SCORE

The Mercedes-Benz CLA fits above the A-Class and below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the A-Class, but it uses a more powerful 221-hp version of the same 2.0-liter four-cylinder turbocharged engine. Like the A220, it has a dual-clutch seven-speed automatic. Acceleration feels a bit hesitant in around-town driving, but the engine's decent power is delivered more smoothly at higher speeds. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found this version of Mercedes' MBUX infotainment system to be quite tricky to use. While AEB with pedestrian detection, AEB highway, and BSW are standard, RCTW is only optional.

$43,700-$45,700
BASE PRICE RANGE

66 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, AMG 35, AMG 45

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (416 hp)

TRANSMISSIONS: 7-speed sequential; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,485**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz E-Class

NA
OVERALL SCORE

Mercedes-Benz moves the high-tech and advanced driver assist features of its 2024 redesigned E-Class midsized sedan to the next level. The new E-Class is available with infotainment screens that span nearly the entire length of the dashboard, allowing owners to download and use apps including games, and the optional video camera allows Webex and Zoom video conferencing. Mercedes says the driver is blocked from viewing the video screens when the car is in motion. Powertrains include turbocharged four- and six-cylinder engines that feature a mild-hybrid setup and use a nine-speed automatic transmission. All-wheel drive is standard. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$56,750-$121,100
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
▼ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: E350, E450
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (375 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **75**
Height (in.) **58**
Wheelbase (in.) **117**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **19**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	▲	*
Engine, Major	⏫	⏫	*
Engine, Minor	▼	⏫	*
Engine, Cooling	⏫	⏫	*
Transmission, Major	⏫	⏫	*
Transmission, Minor	⏫	⏫	*
Drive System	⏫	⏫	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	⏫	*
Electrical	⏫	⏫	*
Climate System	▼	●	*
Suspension	⏫	⏬	*
Brakes	▼	⏫	*
Exhaust	⏫	⏫	*
Paint/Trim	⏫	⏫	*
Noises/Leaks	⏫	⏬	*
Body Hardware	▼	⏫	*
Power Equipment	▼	⏫	*
In-Car Electronics	⏬	⏫	*

Mercedes-Benz EQE

59
OVERALL SCORE

Consider the EQE the EV version of the popular Mercedes-Benz E-Class. The all-wheel-drive EQE 350 4Matic we tested has a 90-kWh battery and an EPA-estimated driving range of 260 miles, although it managed an impressive 332 miles in our 70-mph highway testing. The base rear-drive EQE 350+ is rated at 305 miles by the EPA. The EQE's 288 hp may not seem impressive, but with 564 lb.-ft. of instant torque, acceleration is decisively quick. The ride is comfortable, and handling is surprisingly agile. The brake pedal has a mushy feel even though stopping distances are short. The swanky interior is attractive but the controls are too distracting, and it's annoying that the steering wheel blocks the upper portion of the instrument panel. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$74,900-$106,900
BASE PRICE RANGE

84 ROAD TEST	⏫ ADAS
▼ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 350, 350+, 500, AMG
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (288 hp); Electric (402 hp); Electric (617 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **77**
Height (in.) **60**
Wheelbase (in.) **123**
Weight (lb.) **5,410**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **86**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Mercedes-Benz EQE SUV

54 OVERALL SCORE

The midsized, five-seat EQE SUV is an EV that is an alternative to the conventionally-powered GLE. The standard 288-hp powertrain provides rapid and effortless acceleration. All versions use a 90.6-kWh battery. Our tested 350 4Matic has an EPA-rated 253 miles of range. An on-board charger of 9.6 kW means home charging is not as speedy as some other EVs, although the max acceptance rate of 170 kW at DC fast-chargers is decent. We gained 170 miles of range during a 30 minute stop. The ride is comfortable, handling is responsive and secure but the brake pedal feels mushy. The cabin is exceptionally quiet and impeccably finished. The seats are comfortable but the controls are overly distracting. The mid-level Exclusive trim features an advanced adaptive cruise control system with automatic lane change ability. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$77,900-$112,600
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 350, 350+, 350 Exclusive, 500, AMG
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (288 hp); Electric (536 hp); Electric (617 hp); Electric (677 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **76**
Height (in.) **66**
Wheelbase (in.) **119**
Weight (lb.) **5,735**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **870**
Cargo Volume, cu.ft. **28**
Towing Capacity (lb.) **3,500**

FUEL
Electric
CR Overall mpge **81**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Mercedes-Benz EQS

59 OVERALL SCORE

The EQS is an all-electric ultra-luxury sedan. The EQS580 sedan we tested is super-quick and very quiet, rides comfortably, and handles with agility, thanks to the standard four-wheel-steering system. The brakes feel disconcertingly spongy, and the pedal eerily moves on its own during aggressive regenerative braking. The rear-drive 450+ models have a single electric motor that produces 329 hp, while the 580 4Matic delivers 516 hp through a motor on each axle, giving it AWD. EPA-estimated ranges are 350 and 340 miles, respectively. The driving position is a bit awkward, and the rear seat isn't as spacious as the car's size would indicate. The controls look impressive but are very distracting to use. AEB with pedestrian detection, BSW, RCTW, and lane centering assistance are standard.

$104,400-$147,550
BASE PRICE RANGE

90 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: AMG, Exclusive, Pinnacle, Premium
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (329 hp); Electric (355 hp); Electric (516 hp); Electric (649 hp); Electric (751 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **207**
Width (in.) **76**
Height (in.) **60**
Wheelbase (in.) **126**
Weight (lb.) **5,810**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **875**
Cargo Volume, cu.ft. **22**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **94**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Mercedes-Benz EQS SUV

58
OVERALL SCORE

The fully-electric EQS SUV is luxurious, quick, and silent. It comes standard in a rear-drive, one-motor configuration with an EPA-estimated driving range of 305 miles. The two-motor all-wheel-drive version we tested has an estimated range of 285 miles. Home charging is on the slower side due to its 9.6-kW onboard charger and large 108.4-kWh battery. With a maximum acceptance rate of 200 kW at DC fast-charging locations, Mercedes says it can add 190 miles of range in about 30 minutes. Acceleration is tantalizingly quick, yet it feels effortless. The ride is comfortable, the cabin is serenely quiet, and handling is surprisingly agile, partly due to the four-wheel steering. The brake pedal feels unnervingly spongy, however. Many of the controls are distracting to use while driving. A small third-row seat is available. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$104,400-$131,740
BASE PRICE RANGE

83
ROAD TEST

⇈
ADAS

↓
RELIABILITY

↑
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 450, 450+, 450 Premium, 580

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: Electric (355 hp); Electric (536 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **202**
Width (in.) **77**
Height (in.) **68**
Wheelbase (in.) **126**
Weight (lb.) **6,315**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,190**
Cargo Volume, cu.ft. **35.5**
Towing Capacity (lb.) **3,500**

FUEL
Electric
CR Overall mpge **78**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Mercedes-Benz GLA

51
OVERALL SCORE

The GLA is powered by the same 221-hp, turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch 8-speed automatic. It's a pretty quick car despite some initial hesitation starting up from rolling stops. Front-wheel drive is standard, with all-wheel drive optional. Fuel economy is commendable, at 27 mpg overall. The roofline is sleeker than the more upright GLB, and visibility to the rear and sides suffers as a result. The GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting to use while driving. AEB with pedestrian detection, AEB highway, and BSW are standard, but disappointingly RCTW is only optional.

$42,350-$44,350
BASE PRICE RANGE

75
ROAD TEST

⇈
ADAS

↓
RELIABILITY

⇊
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250, AMG 35, AMG 45

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (382 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **107**
Weight (lb.) **3,630**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **915**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz GLB

54 OVERALL SCORE

The GLB compact SUV's square, upright stance aids in outward visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder engine and eight-speed dual-clutch automatic make for a responsive powertrain, and returned a respectable 26 mpg overall in our tests. A fully electric version, named the EQB, is also available. The GLB feels light on its feet and nimble in corners. The ride is firm but steady and controlled. The cabin is well finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive. AEB with pedestrian detection, AEB highway, and BSW are standard, but RCTW is only optional.

$44,450-$46,450
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 250, AMG 35
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp)
TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **111**
Weight (lb.) **3,785**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mercedes-Benz GLC

50 OVERALL SCORE

The redesigned GLC mirrors the C-Class redesign with the same cockpit. Technological updates include an improved suite of standard active safety systems and optional driver assistance features, including the ability to change lanes on its own. The standard 255-hp, 2.0-liter turbocharged four-cylinder engine packs a decent punch and uses a 48-volt mild-hybrid setup paired with a nine-speed automatic. The ride has an underlying firmness but is steady and the cabin is very quiet. Handling is agile but the brake pedal feels dull. Fit and finish is excellent and the seats are very comfortable. In typical Mercedes-Benz fashion, the controls are distracting. AEB with pedestrian detection, AEB highway, and BSW are standard. Disappointingly, RCTW is only optional.

$47,100-$68,200
BASE PRICE RANGE

78 ROAD TEST	⇈ ADAS
⇊ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GLC300
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **65**
Wheelbase (in.) **113**
Weight (lb.) **4,320**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **815**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↓	*
Engine, Major	↑	⇈	*
Engine, Minor	⇈	⇊	*
Engine, Cooling	⇈	↑	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	↑	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	⇊	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	↑	↑	*
Brakes	↑	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↑	*
Noises/Leaks	⇊	↑	*
Body Hardware	⇊	↑	*
Power Equipment	!	↓	*
In-Car Electronics	↓	↑	*

Mercedes-Benz GLE

62 OVERALL SCORE

The GLE is very quiet and very nicely finished inside, and has excellent seats. The up-level GLE 450 has a powerful 3.0-liter turbo six-cylinder that returned 20 mpg overall in our tests. A 255-hp, 2.0-liter turbo four-cylinder is standard. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has a broad range of capabilities but is complicated and distracting to use. Audio, phone, navigation, and some comfort functions can be handled through the touchscreen, the touchpad, or the touch-sensitive controls on the steering wheel. The ability to use voice commands with natural speech helps some. There is a high-performance 63 S version with a 603-hp V8 as well as a 450e plug-in hybrid. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$62,650-$129,050
BASE PRICE RANGE

76 ROAD TEST

⇈ ADAS

↓ RELIABILITY

! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GLE350, GLE400e, GLE450, GLE53, GLE580, GLE63 S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 hybrid (381 hp); 3.0-liter 6 turbo (375 hp); 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (510 hp); 4.0-liter V8 turbo (603 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **77**
Height (in.) **71**
Wheelbase (in.) **118**
Weight (lb.) **5,145**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **980**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↓	*
Engine, Major	!	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	!	⇊	*
Suspension	⇈	!	*
Brakes	↓	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	!	!	*
Noises/Leaks	⇈	⇊	*
Body Hardware	⇊	⇊	*
Power Equipment	⇊	⇊	*
In-Car Electronics	!	↑	*

Mercedes-Benz GLS

65 OVERALL SCORE

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter turbo six-cylinder engine provides plenty of smooth and effortless power. An even more powerful turbo V8 is available. The ride is composed, and handling is responsive for such a large luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting to use when driving because many common tasks require a few steps. Plus, when using the steering-wheel controls, it's easy to inadvertently change a display or an audio selection. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$87,000-$112,000
BASE PRICE RANGE

82 ROAD TEST

⇈ ADAS

↓ RELIABILITY

! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 450, 580, 600, AMG 63

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (375 hp); 4.0-liter V8 turbo (510 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 turbo (603 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **205**
Width (in.) **77**
Height (in.) **72**
Wheelbase (in.) **123**
Weight (lb.) **5,495**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,300**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ I ↑ ⇈ WORSE — BETTER | ✓ RECOMMENDED

Mercedes-Benz S-Class

NA OVERALL SCORE

The S-Class sedan continues to deliver a hushed cabin and impeccable fit and finish. Though composed, the ride is less plush than it was in past generations. A 429-hp, 3.0-liter turbo inline-six is standard, and the up-level choice is a 496-hp, 4.0-liter turbo V8. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, belying its size. The infotainment system is complicated to use. The slick head-up display features augmented reality. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$114,500-$229,000
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Maybach, S500, S580, S580e

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (429 hp); 3.0-liter 6 hybrid (510 hp); 4.0-liter V8 turbo (496 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **77**
Height (in.) **59**
Wheelbase (in.) **127**
Weight (lb.) **4,775**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mini Cooper ✓

78 OVERALL SCORE

The Mini hardtop is sporty, quirky, and full of character. The Cooper S uses a 189-hp, turbo four-cylinder and got 30 mpg overall with the six-speed manual, while the standard 134-hp, 1.5-liter turbo three-cylinder engine is surprisingly energetic, though it sounds gritty at low RPMs. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is somewhat firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny. The high-performance John Cooper Works version bumps power to 228 hp and gets a firmer suspension. There's a wagon-like Clubman that is a longer and wider version that has small barn-style rear doors and shares its platform with the BMW X1. An all-electric version is available with an EPA-estimated 114-mile driving range. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW aren't available.

$25,800-$48,500
BASE PRICE RANGE

80 ROAD TEST	I ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 2-door hatchback; 4-door hatchback; convertible; wagon

TRIM LINES: Classic, Iconic, JCW, S, SE, Signature

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 2 rear

ENGINES: Electric (181 hp); 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp, 228 hp, 301 hp)

TRANSMISSIONS: 8-spd automatic; 6-spd manual; 7-spd sequential; 1-spd direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **153**
Width (in.) **68**
Height (in.) **56**
Wheelbase (in.) **98**
Weight (lb.) **2,813**
% Weight Front/Rear **63/37**

CARGO MEASUREMENT
Max. Load (lb.) **770**
Cargo Volume, cu.ft. **9**
Towing Capacity (lb.) **NR**

FUEL
Electric or premium
CR Overall mpg **30**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	I	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↓	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	↑
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇊	⇈	⇈
Noises/Leaks	⇈	⇈	↑
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	↓	⇈

Mini Cooper Countryman ✓

77 OVERALL SCORE

The SUV-like Countryman offers a rather rough though energetic 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. The Countryman's agile handling makes it fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well finished, the front seats are supportive, and the back seat is surprisingly comfortable. The BMW-sourced iDrive infotainment system has a learning curve but is logical. The AWD SE plug-in hybrid mates the turbo three-cylinder with electric drive and has a tiny EPA-estimated 17-mile electric range. While AEB with pedestrian detection comes standard, but AEB highway, BSW, and RCTW aren't available at all. A redesigned Countryman, which includes a new EV version, will arrive for the 2025 model year.

$32,650-$50,100
BASE PRICE RANGE

81 ROAD TEST | ● ADAS
▲ RELIABILITY | ▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Classic, Iconic, JCW, S, Classic, SE, Signature

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (191 hp); 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (301 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **72**
Height (in.) **64**
Wheelbase (in.) **105**
Weight (lb.) **3,690**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **23.5**
Towing Capacity (lb.) **NR**

FUEL
Electric or premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Eclipse Cross

59 OVERALL SCORE

The coupe-like Eclipse Cross' recent makeover didn't change this ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, Mitsubishi dropped the convoluted infotainment touchpad system in favor of more user-friendly conventional volume and tune knobs, and a touchscreen that is easier to navigate. The lackluster 1.5-liter turbo four-cylinder and CVT move the all-wheel-drive SUV decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. The driver's seat is short on support. However, it's easy to get into and out of the cabin, and the rear-seat room is generous. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW are optional.

$26,345-$30,445
BASE PRICE RANGE

61 ROAD TEST | ● ADAS
● RELIABILITY | ▼ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: ES, LE, SE, SEL, SEL Touring

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (152 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **71**
Height (in.) **67**
Wheelbase (in.) **105**
Weight (lb.) **3,515**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **22.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Mitsubishi Mirage

38 OVERALL SCORE

A rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction, minor updates and freshenings have brought a sedan body style, a hint more power, better infotainment, and upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration or the car's clumsy handling. Though it's relatively roomy inside, the depressing cabin feels drab, cheap, and-insubstantial. In the end, there is no compelling reason to buy a Mirage, especially since there are much better used cars available for the same price. AEB with pedestrian detection is standard, but AEB highway, BSW, and RCTW aren't available.

$16,695-$19,295
BASE PRICE RANGE

35 ROAD TEST	! ADAS
! RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: BE, ES, LE, SE

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.2-liter 3 (76 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **149**
Width (in.) **66**
Height (in.) **59**
Wheelbase (in.) **97**
Weight (lb.) **2,085**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Outlander ✓

77 OVERALL SCORE

The seven-passenger Outlander is based on the Nissan Rogue, although the tiny third-row seat is exclusive to the Mitsubishi. Acceleration is leisurely, but the continuously variable transmission is responsive, and the Outlander managed 25 mpg overall from its Nissan-sourced 2.5-liter, four-cylinder engine. Handling is nimble and secure, but the steering feels light and nervous, especially on the highway. The ride is stiff as the large wheels crash over potholes, and wind noise is very noticeable around the sunroof area. Most controls are easy to use, including the infotainment system. The plug-in hybrid version is much quicker and quieter, and provides 38 miles of electric driving before the gas engine kicks in for a total of 400-plus miles. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$28,395-$50,345
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Black Edition, ES, PHEV, Ralliart, SE, SEL, SEL Black Edition, SEL Premium, SEL Touring

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.4-liter 4 hybrid (248 hp); 2.5-liter 4 (181 hp)

TRANSMISSIONS: CVT; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **75**
Height (in.) **69**
Wheelbase (in.) **107**
Weight (lb.) **3,845**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,155**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Mitsubishi Outlander Sport

NA

OVERALL SCORE

This aging SUV is a shortened version of the previous-generation Outlander, but with less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim Outlander Sports are priced like many larger, more capable SUVs. AEB with pedestrian detection is standard, but AEB highway is not available. BSW and RCTW are optional.

$23,695-$28,495
BASE PRICE RANGE

NA ROAD TEST	● ADAS
● RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: ES, LE, S, SE, SEL, Trail Edition

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **169**
Width (in.) **70**
Height (in.) **64**
Wheelbase (in.) **105**
Weight (lb.) **3,290**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
EPA Combined mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Altima ✓

76

OVERALL SCORE

Despite a mild freshening in 2023 that added more standard safety features, the Altima is a rather unremarkable midsized sedan. It delivers a roomy cabin, good fuel economy, and user-friendly controls, and a large trunk. But the driving experience falls short on handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. All-wheel drive is available. There's also a more powerful 2.0-liter turbo engine. The car is relatively quiet. The cabin is roomy, and the rear seat is very generous. But the Altima's low ride height can make it a little challenging to get in and out. Controls are very easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$25,730-$35,430
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
● RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: S, SL, SR, SV

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (236 hp); 2.0-liter 4 turbo (248 hp); 2.5-liter 4 (182 hp); 2.5-liter 4 (188 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,240**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	●	↓	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇊	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	↓	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	⇊	*
Climate System	⇈	⇊	*
Suspension	⇈	⇈	*
Brakes	⇊	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇊	⇈	*
Noises/Leaks	⇈	⇊	*
Body Hardware	⇊	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	↑	↓	*

Nissan Ariya ✓

70
OVERALL SCORE

The Ariya comes standard with a 63-kilowatt-hour (kWh) battery, while long-range versions have an 87-kWh one. Front-drive Ariya's make either 214 or 238 hp, with the dual-motor AWD models producing 335 or 389 hp. The former has an EPA estimated range of about 300 miles. The AWD has up to 272 miles. A puny 7.2 kW on-board charger means that home charging is on the slow side. Max acceptance rate at public DC-fast charging places is also weak at 130 kW. On the road, acceleration is plentiful and quiet. The ride is bouncy. Handling is mundane. The roomy cabin has a minimalistic vibe, but the climate controls embedded into the wood trim are not user friendly. The electrically operated storage bin and center console are small and tedious to use. Standard safety and driver assistance features include AEB with pedestrian detection, BSW, and RCTW. The available ProPilot Assist 2.0 system allows hands-free driving on certain highways.

$43,190-$60,190
BASE PRICE RANGE

70 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Empower+, Engage, Engage+, Evolve+, Platinum+, Premiere, Venture+
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (214 hp); Electric (238 hp); Electric (335 hp); Electric (389 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **75**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **5,075**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **835**
Cargo Volume, cu.ft. **29.5**
Towing Capacity (lb.) **1,500**

FUEL
Electric
CR Overall mpge **87**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			*
Electric Motor			*
EV Battery			*
EV Charging			*
Fuel System			
Electrical			
Climate System			*
Suspension			*
Brakes			*
Exhaust			
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Nissan Armada

57
OVERALL SCORE

This less expensive version of the Infiniti QX80 still uses a robust 5.6-liter V8, but it now makes 400 hp. In our tests we got a paltry 14 mpg overall. Though the soft suspension absorbs bumps well, the body jostles occupants back and forth frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in the Platinum trim. The infotainment system has been updated, but some other controls feel old, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row seat can be power operated. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load. AEB with pedestrian detection, BSW, and RCTW are standard.

$50,700-$70,370
BASE PRICE RANGE

60 ROAD TEST	⇈ ADAS
● RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 5.6-liter V8 (400 hp)
TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **209**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,910**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,545**
Cargo Volume, cu.ft. **47**
Towing Capacity (lb.) **8,500**

FUEL
Regular
CR Overall mpg **14**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Frontier

48 OVERALL SCORE

The Frontier is powered by a 310-hp, 3.8-liter V6 engine and matched with a nine-speed automatic. The V6 is smooth and punchy, and the transmission is slick. Fuel economy of 18 mpg overall is not a standout, even compared with some full-sized pickups. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. Plus, the steering wheel lacks a telescope adjustment. The ride is stiff and choppy but not as bad as before. The rear seat is tight, but the controls and infotainment system are easy to use. The tailgate is now much easier to open and close. The Pro-4X version is off-road-ready, with a rear locking differential. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$29,770-$42,640
BASE PRICE RANGE

67 ROAD TEST

↑ ADAS

↓ RELIABILITY

↓ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: PRO-4X, PRO-X, S, SL, SV

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.8-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **210**
Width (in.) **72**
Height (in.) **76**
Wheelbase (in.) **126**
Weight (lb.) **4,720**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,310**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,350**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	↓	⇊
Engine, Major	*	⇈	⇈
Engine, Minor	*	⇈	!
Engine, Cooling	*	⇈	⇈
Transmission, Major	*	↑	⇈
Transmission, Minor	*	⇊	⇈
Drive System	*	⇈	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	⇈	⇈
Electrical	*	⇈	!
Climate System	*	!	⇈
Suspension	*	⇈	!
Brakes	*	↑	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	!	⇈
Noises/Leaks	*	⇊	!
Body Hardware	*	⇊	⇊
Power Equipment	*	⇊	⇊
In-Car Electronics	*	!	⇈

Nissan Kicks ✓

65 OVERALL SCORE

Nissan's smallest subcompact crossover is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a continuously variable transmission, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Handling is mundane, and the ride is rather choppy. Interior room is generous for the class, and the controls and updated infotainment system are easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$20,790-$23,350
BASE PRICE RANGE

67 ROAD TEST

⇈ ADAS

! RELIABILITY

⇊ SATISFACTION

OVERVIEW

BODY STYLES: wagon

TRIM LINES: S, SR, SV

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 (122 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **169**
Width (in.) **69**
Height (in.) **62**
Wheelbase (in.) **103**
Weight (lb.) **2,630**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **25**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Leaf

57
OVERALL SCORE

For 2023, the Leaf EV received a slight freshening, and is now only available in two trim levels: S and SV Plus. The standard 40-kWh battery in the S provides an EPA-estimated range of 149 miles, while the SV Plus gets a 60-kWh battery with an EPA estimated range of 212 miles. Its motor generates more power, which makes it a second quicker from 0 to 60 mph than the base S. It takes 8 hours to charge the Leaf S on a 240-volt connector and 10.5 hours to charge the SV Plus. The ride feels soft until you hit a bump hard. Handling is mundane but secure. The driving position is awkward because the steering wheel doesn't telescope for reach. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. The optional ProPilot Assist active driving assistance system can keep the Leaf in its lane and adjust its speed according to traffic.

$28,140-$36,190
BASE PRICE RANGE

61 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: S, SV Plus
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (147 hp); Electric (214 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **71**
Height (in.) **62**
Wheelbase (in.) **106**
Weight (lb.) **3,850**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpg **109**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↑
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	!	⇈	⇈
Electric Motor	⇈	↓	⇈
EV Battery	!	↑	⇈
EV Charging	↑	⇈	!
Fuel System			
Electrical			
Climate System	⇊	⇊	!
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust			
Paint/Trim	!	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇊	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	!

Nissan Murano ✓

69
OVERALL SCORE

Nissan's midsized SUV uses a punchy, refined 3.5-liter V6 paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility are hindered, however. Handling is not very sporty, with overly-light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. Nissan's Safety Shield 360 is standard for all trims, and includes AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$37,920-$47,630
BASE PRICE RANGE

74 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, SL, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (260 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **111**
Weight (lb.) **4,025**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **33.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	*	*
Engine, Major	⇈	*	*
Engine, Minor	⇈	*	*
Engine, Cooling	⇈	*	*
Transmission, Major	↑	*	*
Transmission, Minor	↑	*	*
Drive System	!	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	*	*
Electrical	⇈	*	*
Climate System	⇈	*	*
Suspension	⇈	*	*
Brakes	⇊	*	*
Exhaust	⇈	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	⇈	*	*
Body Hardware	⇈	*	*
Power Equipment	⇈	*	*
In-Car Electronics	↑	*	*

Nissan Pathfinder

62 OVERALL SCORE

Recently redesigned, the three-row Pathfinder is a major improvement over its predecessor, with a punchy powertrain and an easy-to-use infotainment system. The 3.5-liter V6 makes 284 hp and now comes mated to a nine-speed automatic, together delivering smooth and effortless propulsion, and 21 mpg overall. It comes with either front- or all-wheel drive. The ride is steady, if stiff-legged, but handling is responsive for a midsized SUV. Physical buttons and knobs for commonly used climate and infotainment functions make controls user-friendly. Either seven- or eight-passenger seating configurations are offered. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Nissan's ProPilot Assist active driver assistance system is optional.

$35,810-$50,680
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Platinum, Rock Creek, S, SL, SV

DRIVE WHEELS: Front, 4WD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.5-liter V6 (284 hp); 3.5-liter V6 (295 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **114**
Weight (lb.) **4,600**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **6,000**

FUEL
Regular or premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↓	⇊
Engine, Major		⇈	⇈
Engine, Minor		⇈	⇈
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		!	!
Drive System		⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		⇈	⇈
Climate System		⇊	!
Suspension		⇈	!
Brakes		⇈	⇈
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		⇈	⇈
Body Hardware		⇊	⇊
Power Equipment		!	⇊
In-Car Electronics		⇊	↓

Nissan Rogue ✓

70 OVERALL SCORE

The Rogue is roomy and user-friendly. We got 25 mpg overall from the all-wheel-drive version with its new 201-hp, 1.5-liter turbo three-cylinder. It's more responsive than the 2.5-liter four it replaced, albeit with some vibration at idle, but we found fuel economy and acceleration to be the same. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space is generous, and access is very easy. Controls are simple to use, although the electronic gear selector may require some familiarity. The top-shelf Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$27,360-$38,990
BASE PRICE RANGE

81 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Platinum, S, SL, SV

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (201 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **67**
Wheelbase (in.) **107**
Weight (lb.) **3,685**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇊	↓
Engine, Major	⇈	↓	⇈
Engine, Minor	↑	↓	⇈
Engine, Cooling	⇈	↓	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	↑
Drive System	⇈	⇊	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	↓	⇈
Electrical	⇈	⇈	⇈
Climate System	!	!	↑
Suspension	↑	↓	⇈
Brakes	⇈	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	↑
Noises/Leaks	!	!	⇈
Body Hardware	↓	↑	!
Power Equipment	⇈	⇈	⇈
In-Car Electronics	!	⇊	↑

⇊ ↓ ! ↑ ⇈ ✓
WORSE ⊢—⊣ BETTER RECOMMENDED

Nissan Sentra ✓

70 OVERALL SCORE

The current Sentra is a complete transformation compared with the previous model, as evidenced by its strong score in our road tests. It shed its dowdy look and mediocre driving experience to become one of the best sedans in its class. The engine and transmission pleasantly combine to provide unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power driver's seat, leather upholstery, and heated front seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$20,630-$23,720
BASE PRICE RANGE

83 ROAD TEST	⇈ ADAS
! RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: S, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (149 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **107**
Weight (lb.) **3,000**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT
Max. Load (lb.) **880**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↓	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇊	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	↓	*
Climate System	↓	↓	*
Suspension	⇈	⇈	*
Brakes	⇈	⇊	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇊	*
Noises/Leaks	⇈	↓	*
Body Hardware	⇊	⇊	*
Power Equipment	⇈	!	*
In-Car Electronics	⇈	↓	*

Nissan Titan

64 OVERALL SCORE

The light-duty Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup's. The Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in gooseneck trailer hitch for extra-heavy trailers. Recent updates included a nine-speed automatic, new interior and exterior styling, and an available 9-inch touchscreen infotainment system. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$45,770-$62,750
BASE PRICE RANGE

70 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: Platinum Reserve, PRO-4X, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 3 front, 3 rear
ENGINES: 5.6-liter V8 (400 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **228**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **140**
Weight (lb.) **5,770**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,435**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **9,135**

FUEL
Regular
CR Overall mpg **16**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Versa

58
OVERALL SCORE

Although it's more stylish after the last redesign, the Nissan Versa remains a basic, inexpensive subcompact. Available as a sedan only, we found it to be easy to drive and user-friendly. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of mid-sized sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. A more substantial used car can be had at the same price. AEB with pedestrian detection and AEB highway are standard. But those who buy the Versa should look to the SV trim for its BSW, RCTW, and Android Auto/Apple CarPlay compatibility.

$16,130-$20,140
BASE PRICE RANGE

64
ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: S, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 (122 hp)
TRANSMISSIONS: 5-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **177**
Width (in.) **69**
Height (in.) **57**
Wheelbase (in.) **103**
Weight (lb.) **2,670**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **840**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Nissan Z ✓

71
OVERALL SCORE

The redesigned Nissan Z evokes the classic lines that have defined this two-seat sports car since it first came out as the Datsun 240Z in the 1970s. The star of the show is its potent 400-hp, twin-turbo V6, which makes nearly any drive a thrill. The six-speed manual requires a firm hand, but we like that Nissan includes a rev-matching feature to help smooth downshifts. The nine-speed automatic works well enough, though it dilutes the Z's sporty character. Handling is nimble, with quick steering and only mild body roll. The ride is stiff, with choppy sensations when driving on rough roads. Typical of serious sports cars, it's difficult to get in and out of the Z, outward visibility is limited, and the cabin gets quite loud. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard. The Nismo version returns for 2024, with 420 horsepower.

$42,210-$64,990
BASE PRICE RANGE

80
ROAD TEST

ADAS

RELIABILITY

SATISFACTION

OVERVIEW

BODY STYLES: coupe
TRIM LINES: NISMO, Performance, Sport
DRIVE WHEELS: Rear
SEATING: 2 front
ENGINES: 3.0-liter V6 turbo (400 hp); 3.0-liter V6 turbo (420 hp)
TRANSMISSIONS: 9-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **73**
Height (in.) **52**
Wheelbase (in.) **100**
Weight (lb.) **3,520**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **450**
Cargo Volume, cu.ft. **7**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Electric Motor			
EV Battery			
EV Charging			
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Polestar 2

36 OVERALL SCORE

The Polestar 2 is a tall hatchback from Volvo's electric-vehicle sub-brand. It's based on the XC40 SUV. Its 78-kilowatt-hour battery has an EPA-rated range of 276 miles for the dual-motor AWD version, which is a recent improvement over the original P2. A less expensive single motor version with a longer range is also available. It takes over 10 hours to charge the battery from near empty. The Polestar is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The infotainment system is extremely distracting but a recent software update that finally added Apple Car Play helps matters. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$49,900-$63,000
BASE PRICE RANGE

66 ROAD TEST	⏫ ADAS
⏬ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: Long Range Dual Motor, Long Range Single Motor
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (299 hp); Electric (421 hp); Electric (455 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **108**
Weight (lb.) **4,730**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **2,000**

FUEL
Electric
CR Overall mpge **106**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	*	*
Electric Motor	*	*	*
EV Battery	*	*	*
EV Charging	*	*	*
Fuel System			
Electrical			
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust			
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche 718 Boxster ✓

85 OVERALL SCORE

This well-honed convertible sports car is a delight to drive, whether you choose the seven-speed, dual-clutch automatic or the six-speed manual transmission. Both the 2.0- and 2.5-liter turbo engines deliver readily available power, and a stronger 414-hp, 4.0-liter six cylinder is available. Impressive grip and balance make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds and can be done even on the move, up to 43 mph. The front trunk is a bonus. Disappointingly, only BSW is optional. Other important features such as AEB with pedestrian detection, AEB highway, and RCTW aren't even available. The 718 Cayman is essentially a 718 Boxster with a fixed roof.

$70,400-$97,300
BASE PRICE RANGE

95 ROAD TEST	**Opt.** ADAS
⌃ RELIABILITY	⌃ SATISFACTION

OVERVIEW

BODY STYLES: convertible
TRIM LINES: 25 years, Base, GTS, S, Spyder RS, T
DRIVE WHEELS: Rear
SEATING: 2 front
ENGINES: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 4.0-liter 6 (394 hp); 4.0-liter 6 (493 hp)
TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **71**
Height (in.) **50**
Wheelbase (in.) **97**
Weight (lb.) **3,150**
% Weight Front/Rear **44/56**

CARGO MEASUREMENT
Max. Load (lb.) **485**
Cargo Volume, cu.ft. **4**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche 911

NA
OVERALL SCORE

The 911's silhouette and rear-engine layout are hallmarks of this classic sports-car icon. Both rear- and all-wheel drive are available. A 379-hp, 3.0-liter turbo six-cylinder engine and eight-speed dual-clutch automatic are standard. Purists will rejoice at the fact that the 911 still offers a seven-speed manual transmission on Carrera S and GTS models. We found the 911's sharp handling to be a treat, and the power and exhaust sound are invigorating. Ride comfort is civilized compared with other sports cars, and the seats are super-comfortable. A tiny rear seat and a frunk, or front trunk, offer a touch of practicality. An updated infotainment system includes a 10.9-inch touchscreen. AEB with pedestrian detection and AEB highway are standard. For a car in its price range, BSW and RCTW should be standard instead of optional.

$114,400-$290,000
BASE PRICE RANGE

NA	⌃
ROAD TEST	ADAS
⌃	⌃⌃
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: 50 Years, Carrera (S, GTS, T), Carrera 4 (S, GTS, Targa), GT3, GT3 RS, Sport Classic, Turbo, Turbo S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 3.0-liter 6 turbo (379 hp, 443 hp, 473 hp); 3.7-liter 6 turbo (543 hp); 3.8-liter 6 turbo (572 hp, 640 hp); 4.0-liter 6 (502 hp, 518 hp)

TRANSMISSIONS: 6- & 7-spd manual; 7- & 8-spd sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **178**
Width (in.) **73**
Height (in.) **51**
Wheelbase (in.) **97**
Weight (lb.) **3,380**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **995**
Cargo Volume, cu.ft. **5**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche Cayenne ✔

81
OVERALL SCORE

A freshening for 2024 brings interior updates inspired by the Taycan EV, including a curved display that houses Porsche's latest infotainment system. Few SUVs can match the Cayenne when it comes to handling agility. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. Interior fit and finish is top-notch, however. The seats are very comfortable and supportive. A coupe body style and multiple plug-in hybrids are available with both six and eight cylinder engines paired with an electric motor. AEB with pedestrian detection and AEB highway are standard.

$79,200-$196,300
BASE PRICE RANGE

84	⌃
ROAD TEST	ADAS
⌃	⌃
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV; coupe

TRIM LINES: Base, E-Hybrid, S, S E-Hybrid, Turbo E-Hybrid, Turbo GT

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (348 hp); 3.0-liter V6 hybrid (463 hp, 512 hp); 4.0-liter V8 turbo (468 hp, 650 hp); 4.0-liter V8 turbo hybrid (729 hp)

TRANSMISSIONS: 8-speed auto

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **78**
Height (in.) **67**
Wheelbase (in.) **114**
Weight (lb.) **4,680**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,475**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **7,715**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche Macan ✓

76 OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbocharged four-cylinder and V6 engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, fit and finish, and attention to detail are first-rate. The firm ride is steady and controlled but you won't mistake it for being at all plush. The cabin is quite snug, and the center console has a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. While AEB with pedestrian detection and AEB highway are standard, it's disappointing that BSW is optional and RCTW isn't offered.

$60,900-$86,800
BASE PRICE RANGE

79 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, GTS, S, T
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (375 hp); 2.9-liter V6 turbo (434 hp)
TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **111**
Weight (lb.) **4,415**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **4,410**

FUEL
Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	!
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	↓	⇈
Suspension	⇈	⇈	!
Brakes	⇈	⇈	⇈
Exhaust	⇊	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	!
Body Hardware	!	⇈	⇈
Power Equipment	!	↓	⇊
In-Car Electronics	⇈	↓	↑

Porsche Panamera

NA OVERALL SCORE

This large four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. Turbocharged V6 and V8 engines provide plenty of motivation, and three hybrid powertrains are offered. An optional air suspension and active safety features are also available. The Panamera delivers performance and agility, along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The interior features a large touchscreen that's used to interact with the audio, phone, and navigation functions. The electronic gear selector is confusing to use, and the piano-black buttons that surround it create visual and sensory overload. AEB with pedestrian detection and AEB highway are standard, but BSW is only optional and RCTW isn't available.

$92,400-$206,800
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: 4, 4S, Base, E-Hybrid, Executive, GTS, Platinum, Sport Turismo, Turbo S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 2 rear
ENGINES: 2.9-liter V6 turbo (325 hp, 443 hp); 2.9-liter V6 hybrid (455 hp, 552 hp); 4.0-liter V8 turbo (473 hp, 620 hp); 4.0-liter V8 hybrid (689 hp)
TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **199**
Width (in.) **78**
Height (in.) **56**
Wheelbase (in.) **116**
Weight (lb.) **4,125**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **990**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Porsche Taycan ✓

76 OVERALL SCORE

Porsche's four-door EV is quick, agile, and very enjoyable to drive. The 4S Plus version's EPA-rated range is 235 miles. Charging time on a 240-volt connector takes a long 11 hours for the larger 93-kWh battery, but it can charge at an impressive rate of 270 kW at a public DC fast charger. The front seats are very comfortable, but the rear seats are tight. Visibility to the rear and sides is hindered by the sloping roof. There's a decently sized rear trunk and a small front trunk. The touchscreen-based controls are complicated and unintuitive even after repeated use, and the EV-related displays aren't very prominent. Interior ambience is less impressive than it is in other Porsche models. A wagon version and a RWD model are also available. AEB with pedestrian detection and AEB highway are standard. For a vehicle in its class, BSW and RCTW should be standard instead of optional.

$90,900-$197,500
BASE PRICE RANGE

78 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan; wagon

TRIM LINES: 4, 4S, Base, GTS, Turbo, Turbo S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (402 hp); Electric (469 hp); Electric (522 hp); Electric (562 hp); Electric (590 hp); Electric (670 hp); Electric (750 hp)

TRANSMISSIONS: 2-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **78**
Height (in.) **54**
Wheelbase (in.) **114**
Weight (lb.) **5,095**
% Weight Front/Rear **49/51**

CARGO MEASUREMENT
Max. Load (lb.) **830**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **77**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	*	*
Electric Motor	*	*	*
EV Battery	*	*	*
EV Charging	*	*	*
Fuel System			
Electrical			
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust			
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Ram 1500 ✓

71 OVERALL SCORE

The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly because of its coil-spring rear suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option makes for a seamless engine stop/start system at stoplights. We got 17 mpg overall with the 5.7, and in our tests the 3.0-liter V6 diesel garnered 23 mpg overall. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely. Rear-seat room is generous, and the Uconnect touchscreen infotainment system is easy to use. The top Limited trim is lavishly furnished and features an enormous 12-inch touchscreen. AEB with pedestrian detection, AEB highway, BSW, and RCTW are all optional . the heavily revised 2025 model arrives soon with 6-cylinder engines to replace the V8s, a fully electric option, and an extended-range EV with an onboard gas generator.

$38,570-$95,490
BASE PRICE RANGE

83 ROAD TEST	Opt. ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Big Horn, HFE, Laramie, Limited, Limited Longhorn, Rebel, Tradesman, TRX

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp); 6.2-liter V8 supercharged (702 hp)

TRANSMISSIONS: 8-spd auto

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **233**
Width (in.) **82**
Height (in.) **78**
Wheelbase (in.) **145**
Weight (lb.) **5,355**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **1,690**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,340**

FUEL
Electric or regular
CR Overall mpg **17-23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	↑
Transmission, Minor	⇈	↑	⇈
Drive System	↑	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	↑	⇈
Suspension	!	⇈	↑
Brakes	↑	↑	⇈
Exhaust	↑	⇈	⇈
Paint/Trim	↑	↓	!
Noises/Leaks	!	↑	⇈
Body Hardware	↑	↑	↑
Power Equipment	↑	⇈	↑
In-Car Electronics	⇈	⇊	↑

⇊ ↓ ○ ↑ ⇈ ✓

WORSE ⟝⟞ BETTER RECOMMENDED

Rivian R1S

51 OVERALL SCORE

This three-row electric SUV has an EPA-rated range of about 260 to 400 miles, depending on the chosen battery and tire size. With 835 hp from four electric motors, the R1S we tested is ridiculously quick and handles with relative agility, though it became tail-happy when driven to its limits around our track. The ride is too stiff and unsettled, electric-motor whine is noticeable at low speeds, and the regenerative braking is too strong, which makes it difficult to drive the SUV smoothly. The interior is uncluttered, but the controls are extremely distracting because almost every task—including adjusting the air vents—is done through the touchscreen. A front trunk adds cargo space. DC fast charging is supposedly capable of a max acceptance rate of 200 kW, but we haven't seen anywhere close to that. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$78,000-$92,000
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Adventure, Explore
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: Electric (533 hp); Electric (665 hp); Electric (835 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **82**
Height (in.) **77**
Wheelbase (in.) **121**
Weight (lb.) **6,920**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **1,360**
Cargo Volume, cu.ft. **48.5**
Towing Capacity (lb.) **7,700**

FUEL
Electric
CR Overall mpge **71**

RELIABILITY HISTORY

	'21	**'22**	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Rivian R1T

58 OVERALL SCORE

The R1T is a five-passenger electric crew-cab pickup. It's very quick and quiet, rides comfortably, and handles with agility. The 135-kWh battery supplies an EPA-rated driving range of 328 miles. It's impressively capable off-road, thanks to individual motors powering each wheel. However, the regenerative braking system is too strong, resulting in an abruptness every time the driver adjusts their throttle position; it takes a lot of concentration to drive smoothly. The swanky interior has an uncluttered, high-tech vibe, but several common tasks entail multiple steps through the touchscreen, which is distracting. The R1T has a large front trunk and an innovative transverse tunnel between the cab and bed for storage. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$73,000-$85,000
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
↓ RELIABILITY	⇈ SATISFACTION

OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Adventure, Explore
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (600 hp); Electric (665 hp); Electric (835 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **217**
Width (in.) **82**
Height (in.) **78**
Wheelbase (in.) **136**
Weight (lb.) **6,925**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,625**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,000**

FUEL
Electric
CR Overall mpge **70**

RELIABILITY HISTORY

	'21	**'22**	'23
Overall Reliability		⇊	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		⇊	*
Electric Motor		↑	*
EV Battery		⇈	*
EV Charging		⇊	*
Fuel System			
Electrical			
Climate System		⇊	*
Suspension		↑	*
Brakes		⇈	*
Exhaust			
Paint/Trim		⇊	*
Noises/Leaks		⇈	*
Body Hardware		⇊	*
Power Equipment		⇈	*
In-Car Electronics		↑	*

Subaru Ascent ✓

79
OVERALL SCORE

The Ascent is a very functional, easy-to-live-with three-row SUV. Its turbocharged four-cylinder engine delivers ample power in daily driving and gets 22 mpg overall. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. Handling agility is not an Ascent strength; the steering is vague and the body leans noticeably when pushed through corners, but it proved to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's chairs are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very straightforward. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$34,195-$48,495
BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Limited, Onyx Edition, Onyx Edition Limited, Premium, Touring

DRIVE WHEELS: AWD

SEATING: 2 front, 2 rear, 3 third

ENGINES: 2.4-liter 4 turbo (260 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.)	**197**
Width (in.)	**76**
Height (in.)	**72**
Wheelbase (in.)	**114**
Weight (lb.)	**4,550**
% Weight Front/Rear	**55/45**

CARGO MEASUREMENT

Max. Load (lb.)	**1,160**
Cargo Volume, cu.ft.	**40.5**
Towing Capacity (lb.)	**5,000**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	!	!
Suspension	↑	!	⇈
Brakes	⇊	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	↓	↑	⇈
Body Hardware	⇈	⇈	↑
Power Equipment	↑	⇈	⇈
In-Car Electronics	!	⇈	⇈

Subaru BRZ ✓

84
OVERALL SCORE

The rear-wheel-drive BRZ is all about accessible driving fun. A low center of gravity, light weight, sharp steering, and firm suspension tuning aid the car's pinpoint cornering abilities. A close-ratio six-speed manual transmission and a responsive 228-hp four-cylinder engine contribute to the sports coupe's alluring character; a six-speed automatic is available, though it dilutes the driver engagement. There's a constant barrage of road and engine noise, however, and getting in and out of the low-slung car is a chore. Controls are simple and intuitive. A small trunk and a tiny rear seat add a dash of practicality. The BRZ's sister car, the Toyota GR86, has a stiffer ride and tends to oversteer more easily when driven on a track. For 2024, AEB with pedestrian detection and AEB highway became standard with the manual-transmission models as well. BSW and RCTW are available.

$28,595-$32,795
BASE PRICE RANGE

86 ROAD TEST	↑ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: coupe

TRIM LINES: Limited, Premium, tS

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 2.4-liter 4 (228 hp)

TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.)	**168**
Width (in.)	**70**
Height (in.)	**52**
Wheelbase (in.)	**101**
Weight (lb.)	**2,835**
% Weight Front/Rear	**56/44**

CARGO MEASUREMENT

Max. Load (lb.)	**700**
Cargo Volume, cu.ft.	**6**
Towing Capacity (lb.)	**NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

⇊ ↓ ! ↑ ⇈
WORSE ——— BETTER ✓ RECOMMENDED

Subaru Crosstrek ✓

87 OVERALL SCORE

The Crosstrek got an evolutionary redesign for 2024. The EyeSight driver assistance system is now standard and includes AEB with pedestrian detection, although BSW and RCTW are available only on higher trims. It's still essentially a raised Impreza hatchback with a very comfortable ride and standard all-wheel drive. Responsive handling, user-friendly controls and a practical interior round out the package. Acceleration from the standard 2.0-liter engine is leisurely, the optional 2.5-liter has more oomph. Engine noise is pronounced when full power is needed, but the sound isn't a deal breaker. Paddle shifters by the steering wheel allow convenient engine braking in mountainous environments. The newly optional driver power seat with adjustable lumbar support is a major upgrade. Wireless CarPlay is handy. The X-Mode for the AWD system alters power distribution during off-road driving.

$24,995-$31,995
BASE PRICE RANGE

82 ROAD TEST	↑ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Sport, Wilderness
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (152 hp); 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **71**
Height (in.) **63**
Wheelbase (in.) **105**
Weight (lb.) **3,350**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	!	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	↑	⇈	⇈

Subaru Forester ✓

88 OVERALL SCORE

The Forester is a no-nonsense small SUV that delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the CVT yields 28 mpg overall, which is among the best in its class. But acceleration is a bit tepid, and the engine's coarse hum gets loud at high revs. The cabin is roomy, with a particularly generous rear seat, and access is very easy. The controls are simple to use, and within easy reach of the driver. While AEB with pedestrian detection and AEB highway are standard, BSW and RCTW are optional. The Forester gets a redesign for the 2025 model year. It will be slightly longer than the current model, and looks a bit like a baby Ascent. Unfortunately, BSW and RCTW will still be optional.

$27,095-$37,395
BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Sport, Touring, Wilderness
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **72**
Height (in.) **68**
Wheelbase (in.) **105**
Weight (lb.) **3,485**
% Weight Front/Rear **58/32**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	↑	!	⇈

Subaru Impreza ✓

76 OVERALL SCORE

The redesigned 2024 Impreza now comes strictly as a practical hatchback, without a sedan body style. The standard engine is the familiar 152-hp, 2.0-liter flat four-cylinder which does the job but is far from zippy. The new RS trim has a more lively 182-hp, 2.5-liter engine. Both engines are matched to a continuously variable transmission that simulates shifts for a more natural feel. All-wheel drive is standard. The ride is comfortable, handling is responsive and the cabin is not overly noisy barring Subaru's trademark boxer engine noise. Interior quality is rather basic but the controls are mostly user-friendly. All Imprezas come standard with the latest version of the EyeSight suite of active safety systems. Note that blind spot warning is optional except for the top trim RS where it's standard.

$22,995-$27,885
BASE PRICE RANGE

78 ROAD TEST | ↑ ADAS
↑ RELIABILITY | ! SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Base, RS, Sport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (152 hp); 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **70**
Height (in.) **58**
Wheelbase (in.) **105**
Weight (lb.) **3,290**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **28.5**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **29**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	!	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	!	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	!
Transmission, Minor	⇈	⇈	⇈
Drive System	!	⇈	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇊	!	!
Suspension	⇊	⇈	!
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	!	⇈
Noises/Leaks	⇈	⇊	⇈
Body Hardware	⇊	!	⇈
Power Equipment	⇊	!	⇈
In-Car Electronics	⇊	↑	↑

Subaru Legacy ✓

77 OVERALL SCORE

The Legacy provides a super-comfortable ride that outshines some luxury cars. Handling is responsive but not sporty. This AWD sedan is fitted with a choice of two four-cylinder engines: a 182-hp, 2.5-liter and a 260-hp, turbocharged 2.4-liter. The 2.5 liter has just enough power for most situations and got a decent 28 mpg overall, but it makes an unpleasant roar when pushed. The turbo engine delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment screen hides common tasks deep in menus, and the system can be slow to respond to inputs. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$24,895-$38,195
BASE PRICE RANGE

89 ROAD TEST | ↑ ADAS
! RELIABILITY | ! SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Base, Limited, Premium, Sport, Touring XT
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **191**
Width (in.) **72**
Height (in.) **59**
Wheelbase (in.) **108**
Weight (lb.) **3,510**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	!	↓
Engine, Major	↑	⇈	⇈
Engine, Minor	⇈	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇊	⇈	!
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	↑	⇈
Climate System	⇈	↑	⇈
Suspension	⇈	⇈	⇊
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	!	!	⇈
Body Hardware	↓	⇈	!
Power Equipment	⇈	!	⇈
In-Car Electronics	⇊	⇊	↑

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Subaru Outback ✓

79 OVERALL SCORE

Subaru's Outback is a smart alternative to an SUV. Although its roofline is lower than a typical SUV, it can easily haul long items. The base 2.5-liter four-cylinder works fine during regular driving around town, but can feel strained when quicker speed is needed. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however, and the system is slow to respond to inputs. Thoughtful details, such as built-in crossbars and a dual-position cargo cover, are nice touches. The Wilderness model has higher ground clearance. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$28,895-$42,795
BASE PRICE RANGE

89	↑
ROAD TEST	ADAS
!	↑
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: wagon
TRIM LINES: Base, Limited, Limited XT, Onyx, Onyx XT, Premium, Touring, Touring XT, Wilderness
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **74**
Height (in.) **66**
Wheelbase (in.) **108**
Weight (lb.) **3,915**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **37**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	!	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	↑	↑	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	↑	⇈
Climate System	!	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	↑	!	⇈
Body Hardware	!	↑	↑
Power Equipment	!	!	↑
In-Car Electronics	⇊	⇊	↓

Subaru Solterra

62 OVERALL SCORE

The Solterra is Subaru's first-ever electric vehicle, although it's essentially a Toyota bZ4X. It comes with front and rear motors to form an all-wheel-drive system. It has a functional small-SUV interior, but its EPA-estimated driving range of 222 miles is notably shorter than rival EVs. The 215 hp its motors produce is also less than the competition, but the power is smooth and predictable. Handling is agile, and the ride is mostly comfortable. Oddly, there is no glove box or a rear wiper, and the instrument panel is positioned far away from the driver, which can take some getting used to. With a weak 6.6-kW onboard charger, home-charging is on the slow side. A maximum acceptance rate of just 100 kW at DC fast-charging stations is also skimpy. AEB with pedestrian, cyclist, and motorcyclist detection; AEB highway; BSW; and RCTW all come standard.

$44,995-$51,995
BASE PRICE RANGE

67	⇈
ROAD TEST	ADAS
!	↓
RELIABILITY	SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, Premium, Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (215 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **112**
Weight (lb.) **4,415**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **102**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			!
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			⇈
Electric Motor			⇈
EV Battery			⇈
EV Charging			⇊
Fuel System			
Electrical			
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			!
Power Equipment			⇈
In-Car Electronics			⇊

Subaru WRX ✓

83 OVERALL SCORE

The WRX features a 271-hp, 2.4-liter turbo flat-four engine, with a choice of a six-speed manual or a CVT. The car pulls strongly, and the manual shifter and clutch are more forgiving than before. Handling is agile, and the car has tenacious tire grip in corners. But the ride is very stiff, and the cabin gets quite loud due to elevated levels of road and engine noise. Most controls are logically placed and easy to use, but many of the climate functions integrated into the slow-responding infotainment screen require multiple steps. A new top-level GT trim brings heavily bolstered Recaro front seats, a driver-adjustable suspension, and further active safety and driver assistance features. For 2024 all versions, including those with the manual transmission, come standard with AEB with pedestrian detection and AEB highway, while BSW and RCTW are optional.

$30,605-$43,395
BASE PRICE RANGE

83 ROAD TEST

↑ ADAS

↑ RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, GT, Limited, Premium, TR

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (271 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **72**
Height (in.) **58**
Wheelbase (in.) **105**
Weight (lb.) **3,345**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Tesla Model 3 ✓

71 OVERALL SCORE

The Model 3 has swift acceleration and remarkably agile handling. Though the front seat is comfortable, the ride is very stiff and choppy, and the low rear seat is uncomfortable. The Long Range version is rated at 358 miles of range. It takes 12 hours to charge on a 32-amp, 240-volt connector. The ability to fast charge at Tesla supercharger venues is a major advantage on a long trip. Annoyingly, adjusting the mirrors must be performed in conjunction with the center touchscreen. The Autopilot active driving assistance system can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$40,240-$53,240
BASE PRICE RANGE

80 ROAD TEST

↑ ADAS

! RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, Long Range, Performance

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (271 hp); Electric (282 hp); Electric (455 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,895**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **132**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	!	!
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	⇈	⇈	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	⇈	⇈	⇈
EV Charging	⇈	⇈	⇈
Fuel System			
Electrical			
Climate System	!	!	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust			
Paint/Trim	⇊	↑	!
Noises/Leaks	⇊	⇊	↓
Body Hardware	↓	!	↑
Power Equipment	↑	⇊	⇈
In-Car Electronics	↑	↑	⇈

⇊ ↓ I ↑ ⇈ WORSE — BETTER ✓ RECOMMENDED

Tesla Model S

63 OVERALL SCORE

The fully electric Model S has an EPA estimated driving range of more than 400 miles, and the ability to use Tesla's supercharging network in public places is a major plus. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. The hatchback design aids versatility, and the frunk, or front trunk, is a bonus. But the controls are extremely unintuitive because Tesla has eliminated the steering-wheel stalks for the turn signals and wipers. Many common functions are performed through the yoke, which is a small, half steering wheel that brings serious compromises in usability and maneuverability. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster which is a poor substitute.

$78,490-$108,490
BASE PRICE RANGE

86 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Long Range, Plaid
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (670 hp); Electric (1020 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **77**
Height (in.) **57**
Wheelbase (in.) **117**
Weight (lb.) **4,625**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **120**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↓	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	⇈	⇈	*
Electric Motor	⇊	⇈	*
EV Battery	⇈	⇈	*
EV Charging	⇈	↑	*
Fuel System			
Electrical			
Climate System	⇊	I	*
Suspension	⇊	⇈	*
Brakes	⇈	⇈	*
Exhaust			
Paint/Trim	⇊	↑	*
Noises/Leaks	⇊	⇊	*
Body Hardware	⇊	⇊	*
Power Equipment	↑	↓	*
In-Car Electronics	I	↑	*

Tesla Model X

53 OVERALL SCORE

The Model X is more showy than practical. It features massive rear doors that very slowly open up and out of the way. There are five-, six-, or seven-passenger seating configurations, but the second-row captain's chairs don't fold, compromising utility. The X is very quick and handles nimbly in corners. But the excessively stiff ride and pronounced wind noise aren't befitting the high price and luxury status. The new yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. Charge times are long, but the ability to use Tesla's supercharging in some rest areas is a plus. AEB with pedestrian detection and AEB highway are standard. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$88,490-$108,490
BASE PRICE RANGE

74 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Long Range, Plaid
DRIVE WHEELS: AWD
SEATING: 2 front, 2 rear, 2 third
ENGINES: Electric (670 hp); Electric (1020 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **82**
Height (in.) **64**
Wheelbase (in.) **117**
Weight (lb.) **5,415**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,170**
Cargo Volume, cu.ft. **26**
Towing Capacity (lb.) **5,000**

FUEL
Electric
CR Overall mpge **102**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	⇊	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	*	↓	*
Electric Motor	*	⇈	*
EV Battery	*	I	*
EV Charging	*	⇊	*
Fuel System			
Electrical			
Climate System	*	⇈	*
Suspension	*	⇊	*
Brakes	*	↓	*
Exhaust			
Paint/Trim	*	⇊	*
Noises/Leaks	*	⇊	*
Body Hardware	*	↓	*
Power Equipment	*	⇈	*
In-Car Electronics	*	⇈	*

Tesla Model Y ✓

72 OVERALL SCORE

The Model Y is essentially an SUV version of the Model 3, sharing key underpinnings and features. It's quick and agile and the ability to use Tesla's supercharging network is a major advantage. But it also has a distracting control layout and a stiff ride. The AWD Long Range version has an EPA-estimated 330-mile driving range. Charging from almost empty takes less than 10 hours, but it is quicker with Tesla's 240-volt wall charger. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Both five- and seven-passenger seating configurations are available. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

$47,740-$54,490
BASE PRICE RANGE

88 ROAD TEST	▲ ADAS
! RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Long Range, Performance, Standard

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (384 hp); Electric (456 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **114**
Weight (lb.) **4,375**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **830**
Cargo Volume, cu.ft. **25**
Towing Capacity (lb.) **3,500**

FUEL
Electric
CR Overall mpge **122**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	▼	▼
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	▲▲	▲▲	▲▲
Electric Motor	▲▲	▲	▲
EV Battery	▲▲	▲▲	▲▲
EV Charging	▲▲	▲	▲▲
Fuel System			
Electrical			
Climate System	▲	!	▲▲
Suspension	▲	▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust			
Paint/Trim	!	!	▼▼
Noises/Leaks	▼▼	▼▼	▼
Body Hardware	▼	▼▼	▼▼
Power Equipment	▲▲	▲	▲▲
In-Car Electronics	▲	▲▲	▲▲

Toyota 4Runner

63 OVERALL SCORE

It's built tough for off-roading, but otherwise the 4Runner falls short of most midsized SUVs. The powerful but rough-sounding 4.0-liter V6 is thirsty, delivering just 18 mpg overall. The ride is unsettled, and handling is clumsy, with noticeable body lean while cornering. A high step-in and low ceiling compromise both the access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the easy-to-use controls, which feature big buttons and knobs. A tiny third-row seat is optional, and the power-retractable rear window is handy. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$40,455-$54,920
BASE PRICE RANGE

53 ROAD TEST	▲▲ ADAS
▲▲ RELIABILITY	▲ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 40th Anniv., Limited, SR5, SR5 Premium, TRD Off-Road, TRD Off-Road Premium, TRD Pro, TRD Sport

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 4.0-liter V6 (270 hp)

TRANSMISSIONS: 5-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **76**
Height (in.) **72**
Wheelbase (in.) **110**
Weight (lb.) **4,665**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,155**
Cargo Volume, cu.ft. **44.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▲▲	▲▲	▲▲
Engine, Major	▲▲	▲▲	▲▲
Engine, Minor	▲▲	▲▲	▲▲
Engine, Cooling	▲▲	▲▲	▲▲
Transmission, Major	▲▲	▲▲	▲▲
Transmission, Minor	▲▲	▲▲	▲▲
Drive System	▲	▲▲	▲▲
Electric Motor			
EV Battery			
EV Charging			
Fuel System	▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲	▲▲
Noises/Leaks	▲▲	!	▲▲
Body Hardware	▲▲	!	▲▲
Power Equipment	▲▲	▲▲	▲▲
In-Car Electronics	▲▲	▲▲	▲

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Toyota bZ4X

62
OVERALL SCORE

The bZ4X is Toyota's first ground-up EV. Sized like the RAV4, the front-wheel-drive bZ4X has a 201-hp motor and an EPA-estimated 252-mile range, while the all-wheel-drive version has 214 hp and is good for 222 miles. The range is short by current EV standards, and the car's 6.6-kW onboard charger means home charging is on the slow side. A 100-kW DC fast-charging rate for the AWD model is also behind competitors. Otherwise, it's a functional and pleasant-driving SUV with agile handling and a decent ride. The interior is rather Spartan, and oddly forgoes both a glove box and a rear wiper. The instrument panel is positioned far away from the driver, which can take getting used to. Toyota's Safety Sense 3.0 suite has lots of active safety and driver assist functions. The Subaru Solterra is essentially the same vehicle as the bZ4X, but with standard AWD.

$42,000-$48,780
BASE PRICE RANGE

67 ROAD TEST	⇈ ADAS
! RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, XLE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp); Electric (214 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **112**
Weight (lb.) **4,415**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **NR**

FUEL
Electric
CR Overall mpge **102**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			!
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			⇈
Electric Motor			⇈
EV Battery			⇈
EV Charging			⇊
Fuel System			
Electrical			
Climate System			⇈
Suspension			⇈
Brakes			⇈
Exhaust			
Paint/Trim			⇈
Noises/Leaks			⇈
Body Hardware			!
Power Equipment			⇈
In-Car Electronics			⇊

Toyota Camry ✓

87-93
OVERALL SCORE

The Camry ranks among the best midsized sedans, thanks to its comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a little more difficult, and the rear seat is not as roomy as in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. It can also be paired with an optional all-wheel-drive system. A 3.5-liter V6 is available in front-wheel drive. Both are coupled to an eight-speed automatic that suffers from some rough shifts. The four-cylinder hybrid model returned an astounding 47 mpg overall. It has a quieter engine and uses a CVT. AEB with pedestrian detection, and AEB highway come standard. BSW and RCTW are optional.

$26,420-$36,845
BASE PRICE RANGE

88-94 ROAD TEST	↑ ADAS
⇈ RELIABILITY	!-↑ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Hybrid LE, LE, Nightshade, SE, TRD, XLE, XSE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 (206 hp); 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **111**
Weight (lb.) **3,340**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32-47**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	⇈	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	⇈	↑	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	⇈

Toyota Corolla ✓

74-75
OVERALL SCORE

The Corolla sedan is fuel-efficient and sensible. A more powerful 169-hp, 2.0-liter four-cylinder engine, once exclusive to the higher trims and the hatchback, is now standard for all nonhybrid models, and gets 36 mpg overall. The hybrid version is a sensible choice with its incredible 48 mpg overall, although the continuously variable transmission amplifies engine noise. All-wheel drive is available. It also gets Toyota's latest infotainment system. The Corolla's handling agility is among the better in the class, as is ride comfort and cabin quietness. The GR Corolla is a high-performance version powered by a 300-hp three-cylinder turbo and with all-wheel drive. It comes exclusively with a manual transmission. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$21,900-$27,140
BASE PRICE RANGE

74-75
ROAD TEST

↑
ADAS

↑
RELIABILITY

!
SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Hybrid LE, LE, Nightshade, SE, XSE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.8-liter 4 hybrid (138 hp); 2.0-liter 4 (169 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **70**
Height (in.) **57**
Wheelbase (in.) **106**
Weight (lb.) **2,960**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **36-48**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↑	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇊
Electrical	↑	↑	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	!	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	!	↓
Noises/Leaks	↑	⇈	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	⇈	⇈	⇈

Toyota Corolla Cross ✓

69-80
OVERALL SCORE

The Corolla Cross replaces the phased out C-HR. Smaller than the RAV4, it can be had with either front- or all-wheel drive. A 2.0-liter four-cylinder engine with 169 hp, matched to a CVT, is the main powertrain. An all-wheel-drive hybrid version with 196 hp is available, and the better version. In our tests it returned an impressive 41 mpg. The standard Corolla Cross feels slow, but at least it manages a decent 28 mpg overall. Both versions suffer from excessive engine noise during even moderate acceleration. Ride and handling are competent but unremarkable. The simple interior feels a bit stripped-down, but the controls are easy to use and the rear seat is fairly roomy. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are unavailable on the base L trim but standard on the midlevel LE, top XLE trims, and all hybrid versions.

$23,610-$31,155
BASE PRICE RANGE

68-82
ROAD TEST

↑
ADAS

↑
RELIABILITY

↓
SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: L, LE, Nightshade, SE, XLE, XSE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (169 hp); 2.0-liter 4 hybrid (196 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **104**
Weight (lb.) **3,320**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **940**
Cargo Volume, cu.ft. **26**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **28-41**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		↑	!
Engine, Major		⇈	⇈
Engine, Minor		⇈	!
Engine, Cooling		⇈	⇈
Transmission, Major		⇈	⇈
Transmission, Minor		⇈	⇈
Drive System		⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System		⇈	⇈
Electrical		!	⇈
Climate System		⇈	⇈
Suspension		⇈	↑
Brakes		↑	⇈
Exhaust		⇈	⇈
Paint/Trim		⇈	⇈
Noises/Leaks		↑	⇈
Body Hardware		↑	⇈
Power Equipment		⇈	⇈
In-Car Electronics		⇈	⇊

Toyota Crown ✓

78 OVERALL SCORE

The Crown replaces the Avalon within Toyota's sedan lineup. It comes exclusively as a hybrid with all-wheel drive, and passengers sit higher off the ground than most cars, which makes getting in and out easier. Most versions have a 236-hp, four-cylinder with electric drive paired with an electronic CVT, which got 42 mpg overall in our tests. The top Platinum trim, which uses a 340-hp, turbo four-cylinder hybrid paired with a six-speed automatic, delivers a more pleasant driving experience. We found the Crown's ride and handling both decent but unremarkable, and some controls, including the gear selector, are fussy. Both the front and rear seats are comfortable, although rear-seat headroom will be tight for taller passengers. Despite its sleek hatchback looks, the Crown features a regular trunk, albeit with a hard-to-find release button. AEB with pedestrian, cyclist, and motorcycle detection, AEB highway, BSW, and RCTW are standard.

$40,050-$53,070
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
○ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Limited, Platinum, XLE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 hybrid (340 hp); 2.5-liter 4 hybrid (236 hp)
TRANSMISSIONS: 6-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **112**
Weight (lb.) **4,035**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **905**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **42**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			↓
Engine, Major			⇈
Engine, Minor			⇈
Engine, Cooling			⇈
Transmission, Major			⇈
Transmission, Minor			⇈
Drive System			○
Electric Motor			⇈
EV Battery			⇈
EV Charging			
Fuel System			⇈
Electrical			⇈
Climate System			⇈
Suspension			○
Brakes			⇈
Exhaust			⇈
Paint/Trim			⇈
Noises/Leaks			○
Body Hardware			⇈
Power Equipment			⇈
In-Car Electronics			⇈

Toyota GR86 ✓

82 OVERALL SCORE

Toyota's second-generation sports car, now called the GR86, uses a Subaru-sourced 2.4-liter four-cylinder engine mated to either a six-speed manual or an optional six-speed automatic transmission. The new engine delivers more low-end power than before, which makes the car easier to drive. Handling remains superb, thanks to a taut suspension, light weight, and rear-wheel drive, and it's a delight to drive. But the ride is stiff and choppy and the car is very loud, which together make long drives extremely tiring. The snug, low-slung cabin can be challenging to get in and out of, and the rear seat is tiny. The simple controls and infotainment system are super-easy to use, if a bit outdated looking. Standard safety gear includes FCW, AEB, and LDW.

$28,400-$35,860
BASE PRICE RANGE

83 ROAD TEST	↑ ADAS
↑ RELIABILITY	○ SATISFACTION

OVERVIEW

BODY STYLES: coupe
TRIM LINES: 10th Anniversary SE, Base, Premium
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.4-liter 4 (228 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **168**
Width (in.) **70**
Height (in.) **52**
Wheelbase (in.) **101**
Weight (lb.) **2,855**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **700**
Cargo Volume, cu.ft. **6**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Toyota Grand Highlander ✓

79 OVERALL SCORE

The three-row Grand Highlander is positioned above the current Highlander and designed to better compete with class leaders like the Honda Pilot, Hyundai Palisade and Kia Telluride. This all-new SUV offers three powertrains: a base 2.4-liter turbocharged four-cylinder that sounds raspy, a thrifty 2.5-liter hybrid, and a powerful 2.4-liter turbocharged hybrid. Unlike most competitors, there is no V6 engine. The Grand Highlander can be configured to hold seven or eight passengers. The third seat is much roomier than it is in the regular Highlander, and it has greater cargo capacity. Power is adequate, the ride is soft and comfortable, and handling is decent. It features the latest Toyota infotainment system, with a 12.3-inch screen. All versions get the Safety Sense 3.0 suite. That includes AEB with pedestrian, cyclist, and motorcyclist detection, AEB highway, BSW, and RCTW.

$43,070-$58,125
BASE PRICE RANGE

81 ROAD TEST

⇈ ADAS

↑ RELIABILITY

↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, Platinum, XLE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.4-liter 4 turbo (265 hp); 2.4-liter 4 hybrid (362 hp); 2.5-liter 4 hybrid (245 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **116**
Weight (lb.) **4,555**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **1,410**
Cargo Volume, cu.ft. **48.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **22**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Toyota Highlander ✓

79 **85** OVERALL SCORE

The Highlander saw the recent freshening replaced the smooth and punchy V6 with a new 265-hp, 2.4-liter turbo four-cylinder. This new engine packs good midrange oomph but has a grittier engine sound. Fuel economy stays at 22 mpg overall. The hybrid powertrain remains unchanged--it got an excellent 35 mpg overall in our tests. The ride is comfortable, and handling is sound and secure if mundane. Both seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny and not as useful as in some competitors. The Highlander's new infotainment system looks modern, but it's less user-friendly than before. AEB with pedestrian detection and AEB highway come standard on all trims; BSW and RCTW are standard on all versions except for the base L, where they aren't available.

$39,120-$53,125
BASE PRICE RANGE

82-86 ROAD TEST

↑ ADAS

↑ RELIABILITY

!-↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Bronze Edition, Hybrid XLE, L, LE, Limited, Platinum, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.4-liter 4 turbo (265 hp); 2.5-liter 4 hybrid (243 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **76**
Height (in.) **68**
Wheelbase (in.) **112**
Weight (lb.) **4,385**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,390**
Cargo Volume, cu.ft. **40.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **22-35**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	↑
Suspension	⇈	⇈	⇈
Brakes	⇈	↑	↑
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	!	↑	↑
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	⇈	⇈	!

Toyota Land Cruiser

NA
OVERALL SCORE

The redesigned Land Cruiser is smaller, less expensive, and more fuel-efficient than its predecessor, and shares its platform with the redesigned Lexus GX. It is fitted with a four-cylinder turbocharged hybrid powertrain matched to an 8-speed automatic that routes power through a full-time 4WD system. Peak output is 326 hp and 465 lb.-ft. of torque, and maximum tow capacity is 6,000 pounds. The base '1958' trim is an homage to the original Land Cruiser. It features nostalgic touches like round headlights, and puts the focus on value and off-roading. The mid-level trim steps up the creature comforts, while the top First Edition ladles on all the extras, from leather upholstery to a roof rack. The Land Cruiser comes standard with AEB with pedestrian, cyclist, and motorcyclist detection; BSW; and RCTW.

$55,000-$65,000E
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 1958, Base, First Edition
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 hybrid (326 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **74**
Height (in.) **73**
Wheelbase (in.) **112**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,000**

FUEL
Regular
EPA Combined mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*		
Engine, Major	*		
Engine, Minor	*		
Engine, Cooling	*		
Transmission, Major	*		
Transmission, Minor	*		
Drive System	*		
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		

Toyota Prius ✓

81
OVERALL SCORE

Toyota's complete redesign of the Prius gave it a sleeker look, more power, and incremental improvements in fuel economy. We measured 51 mpg with the AWD XLE version we tested. Front-drive versions are even more sparing with fuel. Although it delivers quicker acceleration than in the previous Prius, the engine is noisy when it kicks in. The car can propel itself on electric power alone at low speeds and light throttle situations up to about 25 mph. A plug-in hybrid is also available. Handling is tighter, making the car fairly nimble and the ride is firm yet steady. The low stance, curvy roof, and raked windshield compromise access and visibility. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard. Adaptive cruise control and lane centering assist are also standard on all trims.

$27,450-$35,865
BASE PRICE RANGE

76 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: LE, Limited, XLE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 hybrid (194 hp); 2.0-liter 4 hybrid (196 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **70**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,310**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **860**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **51**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	↑	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	⇈	⇈	⇈
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	↑	⇈	⇈
Climate System	⇈	↑	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	!	↑	⇈
Noises/Leaks	⇈	↑	⇈
Body Hardware	↑	↑	↑
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	↑	⇈

Toyota Prius Prime

NA
OVERALL SCORE

The redesigned Prius Prime shares the same low-slung design as the regular Prius, but it adds a larger lithium-ion battery that can be plugged in for an impressive (for a PHEV), electric-only range between 39 and 44 miles depending on trim level. Unlike a pure EV, it has a 2.0-liter gas engine. Once the battery is depleted, the Prius Prime acts like a regular hybrid. The; EPA estimates the SE trim gets 52 mpg combined and the XSE and XSE Premium trims get 48 mpg combined when operating in their hybrid modes. Charging the battery from empty should take about 11 hours on a 120-volt household outlet or about four hours on a 240V charger. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$32,350-$39,170
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
↑ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: SE, XSE, XSE Premium

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 hybrid (220 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **70**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,550**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **20**
Towing Capacity (lb.) **NR**

FUEL
Regular
EPA Combined mpg **48**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	⇈	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor	⇈	⇈	*
EV Battery	⇈	⇈	*
EV Charging	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	!	↑	*
Noises/Leaks	↑	⇈	*
Body Hardware	⇈	!	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⇈	⇈	*

Toyota RAV4 ✔

75-78
OVERALL SCORE

The RAV4's 2.5-liter four-cylinder is paired with an eight-speed automatic and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels more energetic, with the electric drive producing immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is somewhat stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate knobs, are easy to use. AEB with pedestrian detection and AEB highway are standard. BSW and RCTW are standard on all except the base trim. Updates for 2023 included a new infotainment system and a hybrid version called the Woodland Edition.

$28,475-$39,780
BASE PRICE RANGE

73-80 ROAD TEST	↑ ADAS
↑ RELIABILITY	↓-↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Adventure, Hybrid XLE, LE, Limited, SE, TRD, Woodland, XLE, XLE Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (219 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **3,510**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **27-37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	↑
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	↑	⇈	↑
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↑
Noises/Leaks	↑	↑	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	⇈	⇈	!

⇊ ↓ | ↑ ⇈
WORSE — BETTER

✓ RECOMMENDED

Toyota RAV4 Prime ✓

86
OVERALL SCORE

The Prime plug-in hybrid transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. It bridges the gap between a hybrid and a pure EV. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302 hp, which makes for brisk acceleration. The added electric power keeps the gas engine from having to rev high, where it can become noisy. We were able to drive the Prime about 42 miles on electric power alone, and it got 34 mpg overall once it reverted to hybrid mode. It takes almost 5 hours to charge the battery on a 240-volt outlet. All RAV4 Primes come standard with AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$43,440-$47,310
BASE PRICE RANGE

85 ROAD TEST	⇈ ADAS
⇈ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: SE, XSE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 hybrid (302 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **4,335**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,500**

FUEL
Regular
CR Overall mpg **34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	⇈	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	⇈	⇈	⇈
EV Charging	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	↑	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⇈	⇈	⇊

Toyota Sequoia

64
OVERALL SCORE

The redesigned Sequoia utilizes a platform shared with the also-redesigned Tundra pickup and Lexus LX. This full-sized, three-row SUV has a smooth and punchy 437-hp, 3.4-liter turbocharged hybrid V6 powertrain paired with a 10-speed automatic that is a delight to use. But in most other ways, the new Sequoia feels outdated upon arrival compared to competitors. For example, it lacks the convenience of an Auto 4WD mode. It also forgoes the previous model's independent rear suspension, which compromises ride, handling, and third-row seat space. Handling is beyond clumsy, though secure when pushed to its limits. The ride seems compliant at first but is plagued with too much shudder and jiggle. Towing capacity is stout, at over 9,000 pounds. Most trims have a 14-in. infotainment touchscreen that's a long reach away. AEB with pedestrian detection, AEB highway, BSW, and RCTW come standard.

$60,875-$80,865
BASE PRICE RANGE

57 ROAD TEST	⇈ ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Capstone, Limited, Nightshade, Platinum, Platinum TRD, SR5, TRD Pro
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.4-liter V6 hybrid (437 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **208**
Width (in.) **80**
Height (in.) **75**
Wheelbase (in.) **122**
Weight (lb.) **6,140**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **1,360**
Cargo Volume, cu.ft. **42.5**
Towing Capacity (lb.) **9,520**

FUEL
Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Toyota Sienna ✓

77 OVERALL SCORE

The Sienna minivan comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder. Front-wheel drive is standard, and AWD is optional. Fuel economy is superb at 36 mpg overall, and the van has a cruising range of over 600 miles. It can glide on electric power at very low speeds, but when more power is needed the gas engine noisily kicks in. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touchscreen is easy to use, though some controls are a far reach away. The cavernous interior has ample storage cubbies, seven USB ports, and second-row sunshades. Hands-free sliding side doors are a convenience. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$37,185-$53,405
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
! RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: minivan

TRIM LINES: LE, Limited, Platinum, Woodland Edition, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.5-liter 4 hybrid (245 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **204**
Width (in.) **79**
Height (in.) **69**
Wheelbase (in.) **121**
Weight (lb.) **4,585**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,420**
Cargo Volume, cu.ft. **48**
Towing Capacity (lb.) **3,500**

FUEL
Regular
CR Overall mpg **36**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	!	↑	↓
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	↓	⇈	⇈
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	↑	⇈	⇈
Brakes	⇈	⇈	↓
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	↓	↑	⇊
Body Hardware	↓	⇈	⇊
Power Equipment	↑	↓	!
In-Car Electronics	⇈	↑	⇈

Toyota Supra ✓

84 OVERALL SCORE

This two-seat sports car shares the BMW Z4's platform and many of its components but features a coupe body. The base model comes with a 255-hp, turbocharged four-cylinder paired with the standard slick-shifting eight-speed automatic. The optional 382-hp six-cylinder can be paired with the automatic or the available six-speed manual. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car is playful and fun to drive, whether on twisty two-lanes or a track. The ride is stiff but tolerable. Getting in and out is a chore, and the angular styling limits visibility. BMW's infotainment system takes some getting used to but ultimately proves logical. AEB with pedestrian detection, LDW, and LKA are standard; BSW and RCTW are optional.

$45,540-$64,375
BASE PRICE RANGE

91 ROAD TEST	! ADAS
↑ RELIABILITY	↑ SATISFACTION

OVERVIEW

BODY STYLES: 2-door hatchback

TRIM LINES: 45th Anniversary, Base, Premium

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **73**
Height (in.) **51**
Wheelbase (in.) **97**
Weight (lb.) **3,385**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **465**
Cargo Volume, cu.ft. **10**
Towing Capacity (lb.) **NR**

FUEL
Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Toyota Tacoma

NA OVERALL SCORE

The redesigned 2024 Toyota Tacoma adapts a version of the platform from the latest full-sized Tundra pickup and Sequoia SUV, and it borrows an optional hybrid powertrain from the Toyota Crown. Throw in several off-road-focused trim levels, some serious adventure-ready hardware, big screens, and the latest safety features, and the new Tacoma promises to be much more modern. There are two-door extended cab and four-door crew cab configurations; 5- and 6-foot beds; and rear- and four-wheel drive. There are several versions of the 2.4-liter turbocharged four-cylinder engine, ranging from 228 to 278, depending on trim and transmission. A 326-hp, 2.4-liter turbocharged hybrid four-cylinder engine joins the line in spring 2024. The Tacoma has a full suite of standard active safety and convenience features, but BSW and RCTW are only optional.

$29,000-$55,000E
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↑ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: Limited, SR, SR5, Trailhunter, TRD Off-Road, TRD PreRunner, TRD Pro, TRD Sport

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (228 hp); 2.4-liter 4 turbo (270 hp); 2.4-liter 4 turbo (278 hp); 2.4-liter 4 hybrid (326 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **225**
Width (in.) **74**
Height (in.) **71**
Wheelbase (in.) **127**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **1,710**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,500**

FUEL
Regular
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇈	↑	!
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	↑	⇈
Drive System	⇈	⇈	↑
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	↑	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	!
Noises/Leaks	⇈	!	⇈
Body Hardware	⇈	⇈	!
Power Equipment	⇈	!	↑
In-Car Electronics	⇈	⇈	⇈

Toyota Tundra

54 OVERALL SCORE

The redesigned Tundra has new powertrains, coil springs for the rear suspension, and a generous towing capacity. Toyota offers two engine choices. The turbocharged V6 is offered in 358 hp and 389 hp versions, while the V6 hybrid puts out 437 hp. All are paired with a smooth-shifting 10-speed automatic. The standard engine is quite punchy, but fuel economy of 17 mpg overall isn't stellar. The ride is relatively civilized, but handling is rather clumsy. The cabin is very roomy and is available with a huge 14-inch infotainment touchscreen. Maximum tow capacity is 12,000 pounds with a stout payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional.

$39,965-$78,845
BASE PRICE RANGE

71 ROAD TEST	↑ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: 1794, Capstone, Limited, Platinum, SR, SR5, TRD Pro

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 3.4-liter V6 turbo (358 hp); 3.4-liter V6 turbo (389 hp); 3.4-liter V6 hybrid (437 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **234**
Width (in.) **80**
Height (in.) **78**
Wheelbase (in.) **146**
Weight (lb.) **5,590**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **1,365**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,160**

FUEL
Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	↓
Engine, Major	⇈	↑	↑
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	↑	⇈	⇈
Transmission, Minor	↑	⇈	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	↑	⇈	⇈
Electrical	!	⇈	⇈
Climate System	↑	↑	⇈
Suspension	⇈	↑	⇈
Brakes	↑	⇊	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇊	⇊
Noises/Leaks	⇈	!	⇈
Body Hardware	↑	⇊	↓
Power Equipment	↑	⇈	↑
In-Car Electronics	⇈	!	⇊

Toyota Venza ✓

79 OVERALL SCORE

While pleasant enough, the Venza's excellent 37 mpg overall is its main selling point. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. The initial electric power makes for a smooth getaway off the line, but when extra power is needed the electronic continuously variable transmission (eCVT) holds revs at a high level, exacerbating the din from the gas engine. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are cluttered and are very distracting. The high-end Limited trim is available with a dimmable, electrochromic glass roof. All Venzas come standard with AEB with pedestrian detection, AEB highway, BSW, and RCTW.

$34,920-$43,065
BASE PRICE RANGE

79 ROAD TEST	⇈ ADAS
↑ RELIABILITY	● SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: LE, Limited, Nightshade, XLE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 hybrid (219 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,850**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **900**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **37**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↑	⇈
Engine, Major	⇈	⇈	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor	⇈	⇈	⇈
EV Battery	↑	↑	⇈
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	↑	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	↑	⇈	↑
Body Hardware	↑	●	⇈
Power Equipment	⇈	↑	⇈
In-Car Electronics	↑	⇈	↑

Volkswagen Arteon ✓

77 OVERALL SCORE

Our testers praised this practical, sporty, and well-appointed four-door hatchback for its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. All-wheel drive is now standard. Engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon has comfortable front seats and well-finished, user-friendly controls. We like the responsive touchscreen and the physical buttons and knobs for the climate and audio systems. A low roofline makes the car a challenge to get into and out of. There's a huge cargo area with lots of space and a low loading floor under the heavy hatchback lid. The engine got a recent horsepower bump, and a seven-speed dual-clutch automatic is new. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$47,875-$50,175
BASE PRICE RANGE

89 ROAD TEST	⇈ ADAS
● RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: SEL Premium R-Line, SEL R-Line

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (300 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **192**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **112**
Weight (lb.) **3,865**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **27**
Towing Capacity (lb.) **4,850**

FUEL
Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER RECOMMENDED

Volkswagen Atlas

62 OVERALL SCORE

For 2024, the Atlas has been freshened and the V6 engine has been discontinued. The 2.0-liter turbo four becomes the sole engine choice with an increase in horsepower to 269. The freshening also brings an electronic gear selector and very confusing, distracting controls. An off-road looking variant is also new. Volkswagen's Atlas is a formidable competitor among three-row SUVs. It drives well, with a surprisingly punchy turbo four and a smooth automatic transmission. The ride is comfortable and handling is responsive. The cabin is quiet and very accommodating, including a third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the third row. The SE with Technology package comes well-equipped. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$37,725-$52,455
BASE PRICE RANGE

82 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Peak Edition, SE, SEL, SEL Premium R-Line, SE Technology

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (269 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **201**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **117**
Weight (lb.) **4,670**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **1,215**
Cargo Volume, cu.ft. **50.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	!	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇊	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇈	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	!	↓	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	!	⇈	*
Suspension	⇈	↓	*
Brakes	⇊	↓	*
Exhaust	⇈	⇈	*
Paint/Trim	⇊	⇈	*
Noises/Leaks	⇊	⇈	*
Body Hardware	⇊	⇈	*
Power Equipment	⇊	⇈	*
In-Car Electronics	⇊	⇊	*

Volkswagen Atlas Cross Sport

57 OVERALL SCORE

For 2024 Volkswagen has freshened the Atlas Cross Sport, dropping the V6 engine as part of the process. The 2.0-liter turbocharged four-cylinder is now the sole engine choice, and has received a bump up to 269 horsepower. The freshening also brings an electronic gear selector and very confusing, distracting controls. The Cross Sport is a roomy five passenger SUV and it drives well unless you get the 21-inch tires that degrade ride comfort. Otherwise, it has a surprisingly punchy turbo four and a smooth automatic transmission. The ride is comfortable with the standard wheels and tires and handling is responsive. The cabin is quiet. The SE with Technology version comes well-equipped. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$36,715-$51,445
BASE PRICE RANGE

77 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, SEL, SEL Premium R-Line, SEL R-Line, SE Technology

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (269 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **196**
Width (in.) **78**
Height (in.) **68**
Wheelbase (in.) **117**
Weight (lb.) **4,425**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,090**
Cargo Volume, cu.ft. **37.5**
Towing Capacity (lb.) **5,000**

FUEL
Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Volkswagen Golf GTI

61 OVERALL SCORE

The latest generation of the Golf GTI brings sharpened handling, more power, and a new infotainment system. Now available only as a four-door, the GTI's 241-hp, 2.0-liter turbo-four pulls strongly with immediate throttle response, whether you get the six-speed manual or the dual-clutch automatic. There are driving thrills aplenty, thanks to its sharp steering, slick shifter, and invigorating engine and exhaust sounds. The cabin is well finished, and most versions come with plaid upholstery--an ode to the original Rabbit GTI from the '80s. Unfortunately, VW has replaced its formerly user-friendly controls with a very distracting infotainment system and an odd location of some controls. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. The AWD Golf R has more power and cornering capability.

$31,765-$40,625
BASE PRICE RANGE

85 ROAD TEST
⇈ ADAS
↓ RELIABILITY
⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: Autobahn, S, SE
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (241 hp)
TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **104**
Weight (lb.) **3,205**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **915**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Volkswagen ID.4

56 OVERALL SCORE

The ID.4 EV is roomy and nicely finished inside. The standard RWD version has an EPA-estimated driving range between 208 and 275 miles depending on the selected battery size, but acceleration feels tepid. The more powerful AWD version uses two electric motors and has an estimated 255-mile range. We found this version had quick acceleration, a comfortable ride, and a quiet cabin, except for the annoying pedestrian-warning sounds at low speeds. The ID.4 has responsive handling, but it isn't sporty to drive. The rear seat is generous, as is cargo capacity. Unfortunately, the controls are very unintuitive and the slow-responding infotainment system is distracting. The car can take up to 170 kW at DC fast-charging locations. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$38,995-$55,495
BASE PRICE RANGE

75 ROAD TEST
⇈ ADAS
↓ RELIABILITY
↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Pro, Pro S, Pro S Plus, S, Standard
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (282 hp); Electric (330 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **4,905**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **31**
Towing Capacity (lb.) **2,700**

FUEL
Electric
CR Overall mpge **95**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↑	⇊
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System	↓	⇈	⇈
Electric Motor	!	↑	↓
EV Battery	!	⇈	↓
EV Charging	⇊	⇈	↓
Fuel System			
Electrical			
Climate System	↑	⇈	↑
Suspension	⇈	⇈	⇈
Brakes	!	⇈	⇈
Exhaust			
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	!	!	⇊
Body Hardware	⇈	⇈	↓
Power Equipment	⇊	⇈	↑
In-Car Electronics	⇊	!	⇊

Volkswagen Jetta

55 OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. A 1.5-liter turbocharged four-cylinder engine coupled to an eight-speed automatic is shared with the Taos SUV. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent but can be too tender over sharp bumps. Handling is competent yet dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. AEB with pedestrian detection and AEB highway are standard, but BSW and RCTW are optional. A sporty GLI version, which shares components with the previous-generation Volkswagen GTI, is also available.

$21,435-$28,825
BASE PRICE RANGE

81 ROAD TEST	↑ ADAS
↓ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: GLI, S, SE, SEL, Sport

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (158 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **106**
Weight (lb.) **3,065**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT
Max. Load (lb.) **970**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Regular or premium
CR Overall mpg **34**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	⇊	↑	*
Engine, Major	⇈	⇈	*
Engine, Minor	⇈	⇈	*
Engine, Cooling	⇈	⇈	*
Transmission, Major	⇊	⇈	*
Transmission, Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	*
Electrical	⇊	⇈	*
Climate System	⇊	⇈	*
Suspension	⇈	⇈	*
Brakes	⇊	↑	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	↓	↑	*
Body Hardware	⇈	⇈	*
Power Equipment	⇊	↑	*
In-Car Electronics	⇊	⇈	*

Volkswagen Taos

47 OVERALL SCORE

The Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic on AWD versions, delivers uneven acceleration. There is a huge initial delay, followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional eight-speed automatic transmission and drive more smoothly. Handling is nimble, and the firm ride absorbs most road irregularities. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic sunroof, are available. Standard active safety features include standard AEB with pedestrian detection and AEB highway, but BSW and RCTW are optional.

$23,995-$33,515
BASE PRICE RANGE

75 ROAD TEST	↑ ADAS
⇊ RELIABILITY	⇊ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: S, SE, SEL

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (158 hp)

TRANSMISSIONS: 7-speed sequential; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **176**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,530**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **935**
Cargo Volume, cu.ft. **31.5**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Volkswagen Tiguan

63 OVERALL SCORE

The Tiguan is one of the largest models in the small-SUV segment. That length allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg overall on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a little engine noise when revved. Recent updates included a new infotainment system. Standard active safety features include AEB with pedestrian detection and AEB highway, but BSW and RCTW are optional.

$28,505-$38,505
BASE PRICE RANGE

84 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: S, SE, SEL R-Line, SE R-Line Black

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (184 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **72**
Height (in.) **66**
Wheelbase (in.) **110**
Weight (lb.) **3,860**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **1,215**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **1,500**

FUEL
Regular
CR Overall mpg **25**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	↓	⇈	⇈
Engine, Minor	⇈	!	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	↑	⇈
Transmission, Minor	⇈	!	⇈
Drive System	⇈	↑	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	↑	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇊
Suspension	⇊	⇈	⇈
Brakes	↓	⇈	⇈
Exhaust	⇈	↑	↓
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	!	⇈	⇈
Body Hardware	↓	⇈	↓
Power Equipment	⇈	↓	⇈
In-Car Electronics	↑	⇊	!

Volvo C40

NA OVERALL SCORE

Based on the electric XC40 Recharge, the C40 Recharge essentially trades some SUV functionality for a more coupelike roofline. It has a dual-motor, 402-hp setup that gives it AWD capability. A rear-wheel drive version is new for 2024. The 78-kilowatt-hour battery yields an EPA-estimated range of 226 miles, which is short by current EV standards. The electric powertrain is the same as the one we tested in the related Polestar 2 and provides quick acceleration. We found the XC40 to have a stiff ride and unintuitive controls. Being an EV, we expect the C40 to be quicker and quieter than the XC40. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Volvo's available active driving assistance system combines adaptive cruise control and steering assistance.

$55,300-$60,100
BASE PRICE RANGE

NA ROAD TEST	⇈ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Ultimate

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (248 hp); Electric (402 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **175**
Width (in.) **75**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **4,700**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **2,000**

FUEL
Electric
EPA Combined mpge **99**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability		*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System		*	*
Electric Motor		*	*
EV Battery		*	*
EV Charging		*	*
Fuel System			
Electrical			
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust			
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

Volvo EX90

NA OVERALL SCORE

Volvo's new flagship is a seven-passenger, three-row, all-wheel-drive electric SUV called the EX90. It is equipped with cutting-edge safety technology, including a driver monitoring system that can pull over and call for help if a driver becomes unresponsive, and a lidar sensor to support its advanced driving assistance systems. A minimalist, leather-free interior makes use of recycled materials and hidden lighting. According to Volvo, the EX90 can drive up to 300 miles on a charge. It competes directly against the Rivian R1S and Tesla Model X, which are the other premium three-row electric SUVs currently on the market.

$75,000-$90,000E
BASE PRICE RANGE

NA ROAD TEST	⏫ ADAS
NA RELIABILITY	NA SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Launch Edition
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: Electric (496 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **198**
Width (in.) **77**
Height (in.) **69**
Wheelbase (in.) **NA**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **4,850**

FUEL
Electric
EPA Combined mpge **NA**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Electric Motor			
EV Battery			
EV Charging			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Volvo S60 ✓

70 OVERALL SCORE

The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. It comes with front- or all-wheel drive. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the engine's stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes-off-the-road time. The V60 Cross Country is a raised wagon version, and the V60 Recharge is a 455-hp plug-in hybrid wagon with an estimated 41-mile all-electric driving range. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$42,000-$58,550
BASE PRICE RANGE

71 ROAD TEST	⏫ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Core, Plus, Polestar, Recharge, Ultimate
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 hybrid (455 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **187**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,740**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **890**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **2,000**

FUEL
Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	▲	*	*
Engine, Major	⏫	*	*
Engine, Minor	⏫	*	*
Engine, Cooling	⏫	*	*
Transmission, Major	⏫	*	*
Transmission, Minor	⏫	*	*
Drive System	⏫	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⏫	*	*
Electrical	⏫	*	*
Climate System	⏫	*	*
Suspension	⏫	*	*
Brakes	!	*	*
Exhaust	⏫	*	*
Paint/Trim	⏫	*	*
Noises/Leaks	⏫	*	*
Body Hardware	⏫	*	*
Power Equipment	⏬	*	*
In-Car Electronics	⏫	*	*

Volvo S90

58 OVERALL SCORE

Though the S90 is ornate inside, it falls short of the refinement expected of a midsized luxury sedan, mostly due to the car's too-stiff ride. The standard engine is a 295-hp, turbocharged four-cylinder with a mild-hybrid setup. All-wheel drive is standard. A plug-in hybrid version has an estimated 38-mile all-electric cruising range. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touchscreen proves to be frustrating to use. The V90 Cross Country is a wagon version of the S90. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Volvo's optional active driving assistance system combines steering assistance and adaptive cruise control to ease highway driving.

$57,700-$71,200
BASE PRICE RANGE

71 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Plus, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **200**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **121**
Weight (lb.) **4,085**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **3,500**

FUEL
Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Volvo XC40

63 OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. Gas powered models come with standard all-wheel drive and a 247-hp turbo four-cylinder that packs a decent punch. The ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. An all-electric version, called Recharge, is also available, but its 223-mile range is short by current EV standards. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard. Volvo's optional active driving assistance system combines adaptive cruise control and steering assistance.

$40,100-$48,800
BASE PRICE RANGE

70 ROAD TEST	⇈ ADAS
! RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (248 hp); Electric (402 hp); 2.0-liter 4 turbo (247 hp)

TRANSMISSIONS: 8-speed automatic; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **174**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **3,785**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **25.5**
Towing Capacity (lb.) **3,500**

FUEL
Electric or regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↑	↓	!
Engine, Major	⇈	!	⇈
Engine, Minor	⇈	⇈	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	!
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	!
Exhaust	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈
Noises/Leaks	⇈	!	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	!	!
In-Car Electronics	↓	!	⇊

⇊ ↓ ! ↑ ⇈ WORSE — BETTER ✓ RECOMMENDED

Volvo XC60

60 OVERALL SCORE

Volvo's XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and a stiff ride. The standard 2.0-liter turbocharged four-cylinder engine, known as the B5, is responsive, but the eight-speed automatic shows an occasional bumpy shift at low speeds. We measured 23 mpg overall on premium fuel. The XC60 Recharge is a plug-in hybrid with an estimated 35-mile all-electric cruising range. The cabin benefits from supremely comfortable seats, a relatively roomy rear seat, and a nicely finished cargo hold. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$46,450-$75,250
BASE PRICE RANGE

77 ROAD TEST	⇈ ADAS
↓ RELIABILITY	↓ SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Black Edition, Core, Plus, Polestar, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **79**
Height (in.) **65**
Wheelbase (in.) **113**
Weight (lb.) **4,150**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT
Max. Load (lb.) **950**
Cargo Volume, cu.ft. **34**
Towing Capacity (lb.) **3,500**

FUEL
Electric or regular or premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	↓	↓	↓
Engine, Major	⇈	!	⇈
Engine, Minor	⇈	!	⇈
Engine, Cooling	⇈	⇈	⇈
Transmission, Major	⇈	⇈	⇈
Transmission, Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Electric Motor			
EV Battery			
EV Charging			
Fuel System	⇈	⇈	⇈
Electrical	⇈	!	⇈
Climate System	⇈	!	⇊
Suspension	⇈	⇈	⇈
Brakes	⇊	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	!
Noises/Leaks	⇊	⇊	!
Body Hardware	!	⇈	⇈
Power Equipment	↓	⇊	⇊
In-Car Electronics	!	⇊	⇊

Volvo XC90

66 OVERALL SCORE

This nicely appointed three-row SUV suffers from a bumpy ride and baffling controls. The base B5 uses a 247-hp, 2.0-liter turbo four-cylinder. Our tested B6, with its more powerful 295-hp engine, delivered decent punch but returned a so-so 20 mpg overall. There's also a plug-in hybrid version with a 35-mile all-electric range. The eight-speed automatic shifts smoothly most of the time. Handling is responsive and secure, but the ride is stiff. The cabin is quiet, but the raspy-sounding engine is unbefitting a luxury SUV. The interior is uncluttered and modern, with super-comfortable seats, though the third row is tight. Most functions are controlled through the touchscreen, but common tasks take too many steps to complete. AEB with pedestrian detection, AEB highway, BSW, and RCTW are standard.

$56,000-$80,100
BASE PRICE RANGE

80 ROAD TEST	⇈ ADAS
↓ RELIABILITY	! SATISFACTION

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (455 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **84**
Height (in.) **70**
Wheelbase (in.) **118**
Weight (lb.) **4,595**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT
Max. Load (lb.) **1,210**
Cargo Volume, cu.ft. **35**
Towing Capacity (lb.) **5,000**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'21	'22	'23
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Electric Motor			
EV Battery			
EV Charging			
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

ROAD-TEST HIGHLIGHTS

WE CONDUCT MORE than 50 objective tests and subjective evaluations on every vehicle we purchase. These charts list the results from our testing. The information allows you to easily compare models. Here's an explanation of the criteria that appear in the charts:

■ **Make + Model** specifies the make, model, and trim version of the vehicle Consumer Reports bought and tested. We often test multiple versions of the same model, and each can yield different results depending on the trim and equipment level, body style, and engine type.

■ **Trans.** indicates the transmission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.

■ **HP** is the horsepower of the engine or motor tested.

■ **Engine** notes displacement, number of cylinders, and configuration we tested, or if the vehicle is electric.

■ **CR's Fuel Economy** includes the tested Overall miles per gallon based on a realistic mix of highway and city driving. The figures for City and Highway driving are listed separately.

■ **Acceleration** is based on how a vehicle performs in several tests. The 0-30 mph and 0-60 mph tests are conducted from a standstill with the engine idling; the figures indicate the number of seconds needed to reach those speeds. The ¼-mile test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling when it reached that distance.

■ **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

■ **Performance** includes our emergency-handling and turning-circle tests. AM speed is the speed at which the vehicle successfully negotiated our avoidance-maneuver test course, which simulates swerving quickly, with a left-right-left steering sequence, to avoid an obstacle without losing control. The faster the speed, the better.

■ **Turning circle** is the bumper clearance needed, in feet, to complete a U-turn.

For more in-formation on the vehicles we have tested and to continue your research, go to CR.org. Consumer Reports members have access to all of our test results, detailed reliability and owner satisfaction ratings, and expert reviews.

INSIDE CR'S LABS

Part of our 327-acre test facility includes dry and wet braking lanes, for evaluating tire grip.

PHOTOS: JOHN POWERS/CONSUMER REPORTS

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Acura Integra A-Spec	CVT	200	1.5-liter 4 turbo	31	21	42	3.5	7.7	16.0@94	129	137	57.0	40
Acura MDX Tech	auto 10	290	3.5-liter V6	20	13	27	3.0	7.4	15.8@92	139	139	53.5	42
Acura RDX Tech	auto 10	272	2.0-liter 4 turbo	22	15	30	3.0	7.0	15.5@95	127	129	52.0	40
Acura TLX Tech	auto 10	272	2.0-liter 4 turbo	23	15	34	2.9	6.5	15.1@98	136	148	54.0	42
Alfa Romeo Giulia Ti	auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2@99	136	147	53.0	39
Alfa Romeo Stelvio Ti	auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5@96	132	138	52.5	40
Alfa Romeo Tonale Ti	auto 6	285	1.3-liter 4 turbo + electric	29	21	36	2.8	6.3	14.9@97	131	144	53.5	39
Audi A3 Premium Plus	seq 7	201	2.0-liter 4 turbo	31	20	44	2.6	6.8	15.2@95	120	129	55.5	38
Audi A4 Premium Plus	seq 7	261	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9@98	135	145	53.5	40
Audi A6 Premium Plus	seq 7	261	2.0-liter 4 turbo	26	17	39	2.8	6.8	15.3@96	129	137	55.5	38
Audi A8 55 TFSI	auto 8	335	3.0-liter V6 turbo	21	13	33	2.4	6.1	14.5@101	133	142	53.5	43
Audi Q3 Premium Plus	auto 8	228	2.0-liter 4 turbo	23	15	33	3.2	7.8	16.1@91	126	135	52.5	40
Audi Q4 E-Tron Premium Plus	1-spd. dir.	295	electric	93**	97**	87**	2.5	5.9	14.5@98	133	134	52.5	39
Audi Q5 Premium Plus	seq 7	248	2.0-liter 4 turbo	24	17	34	2.7	6.8	15.4@94	130	144	52.5	40
Audi Q7 Premium Plus	auto 8	335	3.0-liter V6 turbo	20	13	28	3.0	7.0	15.4@97	133	141	50.5	43
Audi Q8 E-Tron Premium Plus	1-spd. dir.	402	electric	81**	80**	83**	2.9	6.3	14.8@99	131	134	49.5	42
BMW 230i	auto 8	255	2.0-liter 4 turbo	31	21	45	2.8	6.4	14.8@101	128	139	56.0	38
BMW 2 Series Gran Coupe 228i xDrive	auto 8	228	2.0-liter 4 turbo	27	17	45	3.2	7.2	15.6@96	132	143	51.0	39
BMW 330i	auto 8	255	2.0-liter 4 turbo	29	19	44	2.6	6.4	14.8@99	129	135	54.0	41
BMW X1 xDrive28i	seq 7	241	2.0-liter 4 turbo	28	19	41	3.2	7.1	15.5@97	124	136	54.0	40
BMW X3 xDrive30i	auto 8	248	2.0-liter 4 turbo	24	16	36	3.1	7.7	16.0@92	128	138	50.5	41
BMW X5 xDrive40i	auto 8	375	3.0-liter 6 turbo	23	15	33	2.4	6.0	14.5@100	129	142	52.0	42
BMW X7 xDrive40i	auto 8	335	3.0-liter 6 turbo	22	14	32	2.6	6.5	15.0@97	136	141	52.5	44
BMW Z4 sDrive 30i	auto 8	255	2.0-liter 4 turbo	29	20	40	2.7	6.1	14.6@101	111	122	56.0	37
BMW i4 M50	1-spd. dir.	536	electric	96**	94**	98**	1.6	3.5	11.9@119	129	140	55.5	41
BMW iX xDrive50	1-spd. dir.	516	electric	86**	86**	87**	2.0	4.3	12.7@114	127	138	53.5	40
Buick Enclave Premium	auto 9	310	3.6-liter V6	18	12	26	3.1	7.4	15.8@92	130	141	53.5	41
Buick Encore GX Preferred	auto 9	155	1.3-liter 3 turbo	26	18	33	3.4	9.4	17.3@82	126	138	54.5	38
Buick Envision Essence	auto 9	228	2.0-liter 4 turbo	23	15	33	3.1	7.5	15.9@92	127	134	55.0	39
Cadillac CT4 Premium Luxury	auto 8	237	2.0-liter 4 turbo	25	16	38	2.9	7.4	15.7@93	129	138	55.0	39
Cadillac CT5 Premium Luxury	auto 10	237	2.0-liter 4 turbo	24	15	36	3.0	7.7	15.9@92	127	137	54.0	42
Cadillac Escalade Premium Luxury	auto 10	420	6.2-liter V8	16	10	23	2.4	6.5	15.0@96	136	145	48.5	41
Cadillac XT4 Premium Luxury	auto 9	237	2.0-liter 4 turbo	23	16	31	3.0	7.6	15.9@91	128	141	55.0	39
Cadillac XT5 Premium Luxury	auto 9	310	3.6-liter V6	20	13	30	2.7	7.1	15.6@92	132	140	53.5	42
Cadillac XT6 Premium Luxury	auto 9	310	3.6-liter V6	18	12	26	3.0	7.1	15.6@93	134	137	51.0	41
Chevrolet Blazer LT	auto 9	308	3.6-liter V6	19	13	27	2.7	6.4	15.0@96	130	139	54.5	40
Chevrolet Camaro SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7@116	112	119	56.0	40
Chevrolet Corvette 2LT	seq 8	495	6.2-liter V8	19	12	29	1.5	3.4	11.8@119	113	124	58.5	38
Chevrolet Equinox LT	auto 6	175	1.5-liter 4 turbo	25	17	34	3.7	9.6	17.5@82	132	145	53.0	39
Chevrolet Malibu LT	CVT	163	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6@86	130	149	53.0	38
Chevrolet Silverado 1500 LT	auto 10	355	5.3-liter V8	17	11	24	2.4	6.9	15.2@94	136	148	49.5	51
Chevrolet Silverado 1500 LT	auto 8	305	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2@88	144	163	47.0	51
Chevrolet Suburban Premier	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8@92	145	150	49.0	45
Chevrolet Tahoe LT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0@91	145	153	49.0	41
Chevrolet Trailblazer LT	auto 9	155	1.3-liter 3 turbo	27	19	37	3.6	9.5	17.5@82	133	135	54.0	36
Chevrolet Trax LT	auto 6	137	1.2-liter 3 turbo	31	22	41	3.5	9.5	17.4@82	131	138	55.0	37
Chrysler Pacifica Touring L	auto 9	260	3.6-liter V6 hybrid	21	13	33	3.1	8.0	16.2@90	136	141	51.0	41
Chrysler Pacifica Hybrid Select	CVT	248	3.6-liter V6 hybrid + electric	27	21	32	3.8	8.3	16.5@91	145	145	48.5	41

**Miles-per-gallon equivalent (MPGe).

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4@87	134	150	48.0	41
Dodge Hornet GT	auto 9	268	2.0-liter 4 turbo	23	15	35	2.8	6.4	15.1@96	132	140	55.0	39
Fiat 500X Pop	auto 9	177	1.3-liter 4 turbo	23	16	31	3.8	9.8	17.6@81	130	146	52.5	37
Ford Bronco Outer Banks	auto 10	315	2.7-liter V6 turbo	18	13	24	3.1	7.0	15.6@93	149	168	51.5	37
Ford Bronco Sport Outer Banks	auto 8	181	1.5-liter 3 turbo	25	17	35	3.3	8.9	16.9@85	126	135	53.5	39
Ford Edge SEL	auto 8	250	2.0-liter 4 turbo	22	15	31	2.9	7.7	16.0@89	129	137	52.0	41
Ford Escape Active	auto 8	181	1.5-liter 3 turbo	26	17	37	3.3	8.9	16.9@85	128	137	53.0	39
Ford Escape Hybrid ST-Line Select	CVT	200	2.5-liter 4 hybrid	34	30	38	3.5	8.3	16.5@90	128	135	51.0	39
Ford Expedition MAX Limited	auto 10	375	3.5-liter V6 turbo	16	11	23	2.7	7.3	15.7@92	143	157	46.5	45
Ford Explorer XLT	auto 10	300	2.3-liter 4 turbo	21	14	29	3.1	7.4	16.0@89	136	139	51.5	40
Ford F-150 XLT	auto 10	325	2.7-liter V6 turbo	19	13	26	2.9	6.7	15.2@96	143	148	47.5	49
Ford F-150 Hybrid Lariat	auto 10	430	3.5-liter V6 turbo + hybrid	20	15	24	2.6	6.3	14.7@100	141	143	48.0	49
Ford F-150 Lightning Lariat	1-spd. dir.	580	electric	70**	78**	63**	1.9	4.3	13.0@104	144	153	49.0	50
Ford Maverick XLT	auto 8	250	2.0-liter 4 turbo	23	16	32	2.8	7.1	15.4@94	127	139	52.5	41
Ford Maverick Hybrid Lariat	CVT	191	2.5-liter 4 hybrid	37	33	39	3.4	8.3	16.5@89	129	145	51.5	41
Ford Mustang Mach-E Premium	1-spd. dir.	290	electric	92**	97**	85**	2.3	5.3	13.9@101	136	142	52.0	39
GMC Sierra 1500 SLE	auto 8	355	5.3-liter V8	17	11	24	2.4	6.9	15.2@94	136	148	49.5	51
GMC Sierra 1500 SLT	auto 10	305	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2@88	144	163	47.0	51
GMC Yukon SLT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0@91	145	153	49.0	41
GMC Yukon XL SLT	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8@92	145	150	49.0	45
Genesis Electrified GV70 Advanced	1-spd. dir.	429	electric	91**	98**	83**	2.0	4.5	13.1@109	133	147	53.0	39
Genesis G70 Sport Prestige	auto 8	300	2.5-liter 4 turbo	23	15	32	3.3	7.8	16.1@91	137	146	56.5	38
Genesis G80 Advanced	auto 8	300	2.5-liter 4 turbo	24	16	34	2.9	6.8	15.2@98	128	134	55.5	40
Genesis GV60 Advanced	1-spd. dir.	314	electric	99**	110**	88**	2.1	5.1	13.9@101	131	144	54.5	41
Genesis GV70 Advanced	auto 8	300	2.5-liter 4 turbo	24	16	34	3.2	7.5	15.8@95	135	143	54.5	39
Genesis GV80 Advanced	auto 8	375	3.5-liter V6 turbo	18	12	25	2.4	6.0	14.5@100	129	139	51.5	41
Honda Accord EX	CVT	192	1.5-liter 4 turbo	32	21	46	3.4	8.0	16.3@91	133	147	55.5	39
Honda Accord Hybrid Sport	CVT	204	2.0-liter 4 hybrid	40	34	45	3.1	8.0	16.4@87	128	137	56.5	39
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	26	19	33	3.7	8.8	17.0@86	129	145	54.0	39
Honda CR-V Hybrid Sport	CVT	204	2.0-liter 4 hybrid	35	31	38	3.3	8.4	16.7@84	133	147	54.5	39
Honda Civic Si	man 6	200	1.5-liter 4 turbo	32	21	44	3.0	7.3	15.4@95	134	147	57.5	40
Honda Civic Sport	CVT	158	2.0-liter 4	33	23	44	4.1	9.7	17.6@86	129	137	56.5	40
Honda HR-V Sport	CVT	158	2.0-liter 4	27	19	37	4.7	11.1	18.6@81	130	148	54.0	39
Honda Odyssey EX-L	auto 10	280	3.5-liter V6	22	14	33	3.4	8.1	16.4@89	136	152	50.0	41
Honda Passport EX-L	auto 9	280	3.5-liter V6	21	14	28	2.5	6.4	15.0@95	135	143	53.5	40
Honda Pilot Touring	auto 10	285	3.5-liter V6	21	14	29	3.0	7.7	16.1@90	129	140	51.5	39
Honda Ridgeline RTL	auto 9	280	3.5-liter V6	20	13	29	3.0	7.3	15.8@90	134	142	53.5	46
Hyundai Elantra SEL	CVT	147	2.0-liter 4	33	21	49	3.3	7.9	16.2@90	128	139	55.5	37
Hyundai Elantra Hybrid Blue	seq 6	139	1.6-liter 4 hybrid	48	40	55	3.2	8.7	16.8@85	127	131	54.0	37
Hyundai Ioniq 5 SEL	1-spd. dir.	320	electric	98**	110**	97**	1.9	4.7	13.5@102	131	144	53.0	41
Hyundai Ioniq 6 SEL	1-spd. dir.	320	electric	103**	111**	94**	1.8	4.6	13.3@104	130	145	55.5	40
Hyundai Palisade SEL	auto 8	291	3.8-liter V6	21	15	29	2.6	7.1	15.4@94	132	137	52.5	40
Hyundai Santa Cruz SEL Premium	seq 8	281	2.5-liter 4 turbo	24	16	34	2.6	6.6	15.0@98	132	149	51.5	41
Hyundai Sonata SEL	auto 8	191	2.5-liter 4	31	20	46	2.9	7.5	15.8@93	127	138	56.0	37
Hyundai Sonata Hybrid SE	auto 6	193	2.0-liter 4 hybrid	44	36	51	3.0	8.0	16.1@90	135	142	54.0	37
Hyundai Tucson SEL	auto 8	187	2.5-liter 4	26	18	35	3.3	9.6	17.2@84	130	131	53.0	40

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Hyundai Tucson Hybrid SEL Convenience	auto 6	226	1.6-liter 4 turbo + hybrid	35	29	40	2.9	7.7	15.9@90	132	135	53.0	40
Hyundai Venue SEL	CVT	121	1.6-liter 4	32	23	41	3.4	8.9	17.0@83	125	138	55.5	34
Infiniti Q50 Luxe	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2@103	126	131	56.0	39
Infiniti QX50 Luxe	CVT	268	2.0-liter 4 turbo	22	15	29	3.1	7.2	15.6@94	129	130	55.5	38
Infiniti QX60 Luxe	auto 9	295	3.5-liter V6	21	14	28	2.6	6.7	15.2@93	138	150	52.5	40
Infiniti QX80 Luxe	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4@94	139	155	47.0	44
Jaguar E-Pace SE	auto 9	246	2.0-liter 4 turbo	21	15	29	3.1	7.9	16.3@87	129	131	54.0	39
Jaguar F-Pace R-Dynamic S	auto 8	395	3.0-liter 6 turbo	20	14	27	2.4	6.0	14.4@100	129	139	50.5	41
Jaguar I-Pace HSE	1-spd. dir.	394	electric	85**	82**	89**	2.0	4.3	13.0@108	136	142	52.0	40
Jeep Gladiator Sport	auto 8	285	3.6-liter V6	18	13	23	2.8	7.8	16.1@88	135	144	49.5	46
Jeep Grand Cherokee Limited	auto 8	293	3.6-liter V6	20	14	28	2.6	7.8	16.0@87	138	145	51.5	40
Jeep Grand Cherokee L Limited	auto 8	290	3.6-liter V6	19	13	28	3.0	8.8	16.7@85	141	150	50.5	40
Jeep Renegade Latitude	auto 9	177	1.3-liter 4 turbo	24	16	32	3.8	9.9	17.6@81	130	133	51.5	37
Jeep Wagoneer Series II	auto 8	392	5.7-liter V8	15	10	21	2.6	7.1	15.4@93	149	163	48.5	40
Jeep Wrangler Sahara	auto 8	285	3.6-liter V6	18	13	24	2.7	7.3	15.6@90	144	163	49.0	42
Kia Carnival EX	auto 8	290	3.5-liter V6	21	13	32	3.4	8.4	16.5@90	129	134	52.0	39
Kia EV6 Wind	1-spd. dir.	320	electric	109**	120**	98**	1.8	4.7	13.4@102	126	136	54.5	40
Kia Forte LXS	CVT	147	2.0-liter 4	34	22	49	3.6	8.3	16.7@88	131	142	53.0	36
Kia K5 LXS	auto 8	180	1.6-liter 4 turbo	32	20	52	3.1	7.7	16.0@92	130	140	53.5	37
Kia Niro EX	seq 6	139	1.6-liter 4 hybrid	45	41	48	3.3	8.9	16.9@84	133	144	55.0	37
Kia Niro EV Wind	1-spd. dir.	201	electric	113**	126**	101**	3.2	7.1	15.6@93	128	143	56.5	36
Kia Seltos S	CVT	146	2.0-liter 4	28	20	35	3.6	9.0	17.1@84	128	133	55.0	36
Kia Sorento EX	seq 8	281	2.5-liter 4 turbo	25	17	34	2.6	6.5	14.9@99	133	143	52.5	39
Kia Sorento Hybrid EX	auto 6	227	1.6-liter 4 turbo + hybrid	28	22	34	3.0	8.1	16.3@88	132	148	53.0	39
Kia Soul EX	CVT	147	2.0-liter 4	28	21	35	3.5	8.8	16.9@84	120	130	55.0	36
Kia Sportage EX	auto 8	187	2.5-liter 4	25	17	34	3.5	10.0	17.5@83	134	151	55.5	40
Kia Sportage Hybrid EX	auto 6	227	1.6-liter 4 turbo + hybrid	36	31	39	2.9	7.7	15.9@91	139	156	52.0	40
Kia Telluride EX	auto 8	291	3.8-liter V6	21	14	30	2.7	7.2	15.5@93	127	133	53.5	40
Land Rover Defender SE	auto 8	395	3.0-liter 6 turbo	18	12	26	3.0	6.9	15.3@96	147	150	49.0	43
Land Rover Discovery R-Dynamic HSE	auto 8	355	3.0-liter 6 turbo	17	12	24	2.9	7.3	15.6@93	138	148	47.5	42
Land Rover Discovery Sport SE	auto 9	246	2.0-liter 4 turbo	21	15	28	3.6	8.6	16.9@87	136	145	50.5	39
Land Rover Range Rover Evoque S	auto 9	246	2.0-liter 4 turbo	20	13	29	3.2	8.3	16.6@86	126	129	49.5	39
Land Rover Range Rover Sport SE	auto 8	355	3.0-liter 6 turbo	20	13	31	2.8	7.2	15.4@96	133	145	50.5	42
Land Rover Range Rover Velar S	auto 8	247	2.0-liter 4 turbo	21	14	30	3.0	8.4	16.5@88	130	134	51.5	39
Lexus ES350	auto 8	302	3.5-liter V6	25	16	38	3.0	6.9	15.4@97	132	139	53.0	40
Lexus ES300h	CVT	215	2.5-liter 4 hybrid	42	32	52	3.5	8.3	16.5@90	135	139	53.0	40
Lexus IS300	auto 6	260	3.5-liter V6	22	15	31	2.6	6.1	14.7@98	129	141	55.0	37
Lexus LS500	auto 10	416	3.4-liter V6 turbo	20	12	32	2.4	6.0	14.4@103	136	139	51.5	41
Lexus NX350	auto 8	275	2.4-liter 4 turbo	25	17	35	3.0	7.2	15.5@96	127	138	53.5	38
Lexus NX350h	CVT	240	2.5-liter 4 hybrid	38	37	39	2.8	7.6	15.9@90	138	152	53.0	38
Lexus RX350 Premium+	auto 8	275	2.4-liter 4 turbo	24	16	34	3.1	7.5	15.8@93	132	145	51.5	41
Lexus RX350h Premium+	CVT	246	2.5-liter 4 hybrid	34	29	38	2.8	7.8	16.0@89	137	149	52.5	41
Lexus RZ Premium	1-spd. dir.	308	electric	107**	115**	98**	2.0	4.9	13.7@101	138	158	51.0	39
Lexus UX250h	CVT	181	2.0-liter 4 hybrid	37	32	42	3.4	8.8	16.8@86	137	143	54.0	35
Lincoln Aviator Reserve	auto 10	400	3.0-liter V6 turbo	19	12	28	2.5	6.2	14.8@98	138	145	52.0	41
Lincoln Corsair Reserve	auto 8	250	2.0-liter 4 turbo	23	15	33	2.8	7.2	15.7@90	128	139	54.5	38

**Miles-per-gallon equivalent (MPGe).

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Lincoln Navigator Reserve	auto 10	440	3.5-liter V6 turbo	16	11	22	2.4	6.2	14.7@98	144	162	47.0	42
Lucid Air Touring	1-spd. dir.	620	electric	121**	121**	120**	1.6	3.5	11.6@125	120	131	57.5	41
Maserati Grecale GT	auto 8	296	2.0-liter 4 turbo	24	17	32	2.5	6.2	14.7@100	129	137	54.5	42
Mazda3 Select	auto 6	191	2.5-liter 4	30	20	44	3.0	7.7	16.1@91	125	134	54.0	37
Mazda CX-30 Preferred	auto 6	186	2.5-liter 4	27	18	37	3.2	8.7	16.7@88	133	147	54.0	37
Mazda CX-5 Preferred	auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6@85	133	144	54.0	37
Mazda CX-50 Premium Plus	auto 6	187	2.5-liter 4	24	16	33	3.4	9.3	17.2@84	131	142	53.0	38
Mazda CX-90 Preferred Plus	auto 8	280	3.3-liter 6 turbo	24	16	33	2.9	7.2	15.6@94	128	141	53.0	40
Mazda MX-5 Miata Club	man 6	181	2.0-liter 4	34	25	42	2.2	6.7	15.1@92	124	133	57.5	32
Mercedes-Benz C300 Premium	auto 9	255	2.0-liter 4 turbo	29	18	43	2.8	6.7	15.2@96	141	152	53.0	39
Mercedes-Benz CLA250	seq 7	221	2.0-liter 4 turbo	27	17	42	2.7	6.6	15.1@96	131	143	56.0	36
Mercedes-Benz EQE350	1-spd. dir.	288	electric	86**	86**	86**	1.8	5.5	14.2@97	121	136	53.5	43
Mercedes-Benz EQE350 SUV Exclusive	1-spd. dir.	288	electric	81**	82**	79**	2.0	5.9	14.5@95	124	141	51.5	42
Mercedes-Benz EQS Premium	1-spd. dir.	516	electric	94**	91**	98**	1.8	4.0	12.4@114	133	148	55.5	37
Mercedes-Benz EQS450 SUV Premium	1-spd. dir.	355	electric	78**	79**	77**	2.2	5.6	14.3@98	126	146	53.0	38
Mercedes-Benz GLA250	seq 8	221	2.0-liter 4 turbo	27	17	40	2.7	6.8	15.3@93	133	135	54.0	39
Mercedes-Benz GLB250	seq 8	221	2.0-liter 4 turbo	26	17	38	2.7	6.8	15.4@93	125	135	54.5	38
Mercedes-Benz GLC300	auto 9	255	2.0-liter 4 turbo	26	17	37	2.6	6.6	15.1@94	127	142	51.0	40
Mercedes-Benz GLE450	auto 9	362	3.0-liter 6 turbo	20	13	29	2.3	6.0	14.4@100	132	138	51.5	39
Mercedes-Benz GLS450	auto 9	375	3.0-liter 6 turbo	20	13	30	2.4	6.4	14.8@97	133	143	50.5	39
Mini Cooper S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5@94	130	139	56.0	36
Mini Cooper Countryman S Classic	auto 8	189	2.0-liter 4 turbo	25	17	36	3.1	8.3	16.5@87	120	130	53.0	39
Mitsubishi Eclipse Cross SE	CVT	152	1.5-liter 4 turbo	24	17	31	3.6	9.9	17.6@80	132	134	52.5	36
Mitsubishi Mirage ES	CVT	78	1.2-liter 3	37	28	47	4.4	12.1	19.0@75	138	145	52.5	32
Mitsubishi Outlander SE	CVT	181	2.5-liter 4	25	17	34	3.7	9.8	17.5@83	133	136	51.0	38
Nissan Altima SV	CVT	188	2.5-liter 4	31	20	45	3.1	7.6	15.9@92	131	140	53.5	38
Nissan Ariya Platinum+	1-spd. dir.	389	electric	87**	89**	84**	2.6	5.4	13.8@108	130	139	52.0	37
Nissan Armada Platinum	auto 7	400	5.6-liter V8	14	10	20	2.7	6.7	15.3@95	133	147	50.5	43
Nissan Frontier SV	auto 9	310	3.8-liter V6	18	12	24	3.0	7.5	15.8@92	128	136	52.0	44
Nissan Kicks SV	CVT	122	1.6-liter 4	32	24	40	4.0	10.5	18.1@79	137	143	51.5	35
Nissan Leaf SV Plus	1-spd. dir.	214	electric	109**	121**	98**	3.2	7.0	15.7@92	139	142	52.5	37
Nissan Murano SL	CVT	260	3.5-liter V6	21	14	29	3.4	7.7	16.0@92	131	137	50.5	40
Nissan Pathfinder SL	auto 9	284	3.5-liter V6	21	14	30	3.0	7.6	16.0@90	138	142	52.5	40
Nissan Rogue SV	CVT	201	1.5-liter 3 turbo	25	17	34	3.5	9.1	17.0@87	134	147	56.0	37
Nissan Sentra SV	CVT	149	2.0-liter 4	32	22	44	3.5	8.5	16.7@87	129	138	55.5	39
Nissan Titan SV	auto 9	400	5.6-liter V8	16	11	22	2.8	6.7	15.3@95	131	143	49.5	50
Nissan Versa SV	CVT	122	1.6-liter 4	32	22	45	3.7	9.6	17.5@81	130	143	52.5	36
Nissan Z Performance	man 6	400	3.0-liter V6 turbo	24	18	32	2.2	5.1	13.5@113	121	135	56.5	37
Polestar 2 Long Range Dual Motor	1-spd. dir.	421	electric	106**	112**	100**	2.0	4.4	13.1@108	123	127	55.5	39
Porsche 718 Boxster Base	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0@110	108	119	59.0	37
Porsche Cayenne Base	auto 8	348	3.0-liter V6 turbo	21	15	29	2.8	6.5	14.9@100	131	140	49.5	41
Porsche Macan S	seq 7	375	2.9-liter V6 turbo	19	13	26	2.7	6.4	14.7@101	130	135	51.0	40
Porsche Taycan 4S	1-spd. dir.	562	electric	79**	79**	81**	1.8	4.0	12.5@115	130	139	52.5	36
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	17	11	24	2.7	7.1	15.4@94	137	150	47.5	48
Ram 1500 Big Horn	auto 8	260	3.0-liter V6 turbodiesel	23	16	31	3.3	8.8	16.8@87	138	146	47.0	48
Rivian R1S Adventure	1-spd. dir.	835	electric	71**	75**	66**	1.6	3.5	12.1@111	132	144	50.5	43
Rivian R1T Adventure	1-spd. dir.	835	electric	73**	76**	69**	1.8	3.8	12.2@111	135	149	52.5	47
Subaru Ascent Limited	CVT	260	2.4-liter 4 turbo	22	14	32	3.3	8.0	16.4@88	129	136	52.0	40

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Subaru BRZ Limited	man 6	228	2.4-liter 4	27	21	33	2.4	6.3	14.6@99	117	123	60.0	36
Subaru Crosstrek Premium	CVT	152	2.0-liter 4	29	20	41	4.2	10.1	17.8@83	128	138	56.5	37
Subaru Forester Premium	CVT	182	2.5-liter 4	28	20	38	3.7	9.2	17.2@85	130	138	53.0	36
Subaru Impreza Sport	CVT	152	2.0-liter 4	29	19	42	3.8	9.4	17.3@84	129	149	56.0	37
Subaru Legacy Premium	CVT	182	2.5-liter 4	28	19	39	3.4	8.9	16.9@86	131	141	54.5	39
Subaru Outback Limited XT	CVT	260	2.4-liter 4 turbo	24	16	32	3.0	7.1	15.5@95	132	143	54.0	38
Subaru Solterra Limited	1-spd. dir.	215	electric	102**	93**	111**	2.4	6.4	15.0@93	135	145	53.0	38
Subaru WRX Premium	man 6	271	2.4-liter 4 turbo	25	18	33	1.8	5.8	14.1@101	124	130	59.0	38
Tesla Model 3 Long Range	1-spd. dir.	258	electric	131**	134**	126**	2.4	5.3	14.0@102	133	141	55.0	40
Tesla Model S Long Range	1-spd. dir.	670	electric	120**	124**	115**	1.6	3.2	11.1@130	125	135	58.0	40
Tesla Model X Long Range	1-spd. dir.	670	electric	102**	107**	97**	2.2	4.9	13.4@106	127	135	53.5	42
Tesla Model Y Long Range	1-spd. dir.	384	electric	122**	127**	117**	2.3	4.7	13.1@113	121	127	54.5	41
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	17	12	24	3.0	7.7	16.1@89	131	145	46.0	45
Toyota Camry LE	auto 8	203	2.5-liter 4	32	20	49	3.2	8.0	16.3@91	126	133	53.5	39
Toyota Camry Hybrid LE	CVT	208	2.5-liter 4 hybrid	47	39	53	3.3	7.8	16.1@92	138	147	54.5	40
Toyota Corolla LE	CVT	169	2.0-liter 4	36	24	51	3.4	8.7	16.8@87	134	143	53.0	37
Toyota Corolla Hybrid LE	CVT	138	1.8-liter 4 hybrid	48	37	59	3.7	10.3	17.8@81	142	148	53.0	37
Toyota Corolla Hatchback SE	CVT	168	2.0-liter 4	36	24	51	3.4	8.7	16.8@87	129	133	53.5	39
Toyota Corolla Cross LE	CVT	169	2.0-liter 4	28	21	35	3.6	9.3	17.2@85	128	140	58.0	37
Toyota Corolla Cross Hybrid SE	CVT	196	2.0-liter 4 hybrid	41	34	47	2.9	7.7	15.9@90	126	137	54.5	37
Toyota Crown Limited	CVT	236	2.5-liter 4 hybrid	42	33	49	2.9	8.0	16.2@90	134	146	53.0	41
Toyota GR86 Premium	man 6	228	2.4-liter 4	28	21	36	2.3	6.3	14.6@98	119	127	59.0	36
Toyota Grand Highlander XLE	auto 8	265	2.4-liter 4 turbo	22	14	32	3.2	8.0	16.2@91	134	145	49.0	40
Toyota Highlander XLE	auto 8	265	2.4-liter 4 turbo	22	14	33	3.1	7.7	16.0@92	133	143	52.0	39
Toyota Highlander Hybrid XLE	CVT	243	2.5-liter 4 hybrid	35	27	41	2.9	8.0	16.2@88	141	153	49.5	39
Toyota Prius XLE	CVT	196	2.0-liter 4 hybrid	51	40	59	2.9	7.7	15.9@92	131	148	53.5	37
Toyota RAV4 XLE	auto 8	203	2.5-liter 4	27	19	38	3.1	8.3	16.5@88	131	140	54.0	37
Toyota RAV4 Hybrid XLE	CVT	219	2.5-liter 4 hybrid	37	32	41	2.9	7.8	16.0@91	139	145	52.0	37
Toyota RAV4 Prime XSE	CVT	302	2.5-liter 4 hybrid + electric	34	29	39	2.4	6.3	14.8@97	142	155	51.0	39
Toyota Sequoia Limited	auto 10	437	3.4-liter V6 turbo + hybrid	18	12	23	2.9	6.8	15.3@96	145	160	44.5	42
Toyota Sienna XLE	CVT	245	2.5-liter 4 hybrid	36	28	43	3.2	8.2	16.4@89	148	155	50.0	40
Toyota Supra Premium	auto 8	382	3.0-liter 6 turbo	27	18	36	2.0	4.6	13.0@112	115	138	56.0	35
Toyota Tundra SR5	auto 10	389	3.4-liter V6 turbo	17	12	23	2.4	6.3	14.8@98	140	150	48.0	50
Toyota Venza XLE	CVT	219	2.5-liter 4 hybrid	37	31	42	2.9	7.8	16.0@91	137	147	51.0	39
Toyota bZ4X Limited	1-spd. dir.	214	electric	102**	93**	111**	2.4	6.4	15.0@93	135	145	53.0	38
Volkswagen Arteon SEL R-Line	seq 7	300	2.0-liter 4 turbo	24	16	36	3.3	7.9	16.1@94	125	129	53.5	40
Volkswagen Atlas SEL	auto 8	269	2.0-liter 4 turbo	21	14	30	3.7	8.7	16.8@88	135	148	51.0	40
Volkswagen Atlas Cross Sport SE	auto 8	269	2.0-liter 4 turbo	21	14	30	3.7	8.7	16.8@88	131	134	52.0	40
Volkswagen GTI SE	man 6	241	2.0-liter 4 turbo	28	19	39	2.8	6.4	14.9@100	127	141	56.0	37
Volkswagen ID.4 Pro S	1-spd. dir.	295	electric	95**	100**	90**	2.5	5.8	14.5@98	134	138	52.5	38
Volkswagen Jetta SE	auto 8	158	1.5-liter 4 turbo	34	21	54	3.6	9.0	17.0@87	135	138	52.0	38
Volkswagen Taos SE	seq 7	158	1.5-liter 4 turbo	26	17	39	3.7	9.4	17.3@84	130	134	53.0	39
Volkswagen Tiguan SE	auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9@83	131	135	52.0	39
Volvo S60 Plus	auto 8	247	2.0-liter 4 turbo	26	17	39	3.0	7.3	15.5@95	125	139	53.5	38
Volvo S90 Plus	auto 8	295	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4@98	130	142	52.5	39
Volvo XC40 Plus	auto 8	247	2.0-liter 4 turbo	24	16	33	2.9	7.3	15.6@94	132	135	54.0	38
Volvo XC60 Plus	auto 8	295	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2@90	124	129	52.0	39
Volvo XC90 Plus	auto 8	295	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9@93	126	137	52.5	41

**Miles-per-gallon equivalent (MPGe).

SAFETY FEATURES AND CRASH-TEST RATINGS

WHEN ASSESSING SAFETY, it's important to compare vehicles within the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of an impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features in our test program. As part of CR's Overall Score, we give additional consideration to certain active safety features—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

In addition to crash test ratings from the National Highway Traffic Safety Administration (NHTSA), the Insurance Institute for Highway Safety (IIHS) conducts additional crash tests that get more difficult over time. For example, the side crash test now involves a higher speed and a heavier barrier than in prior years.

Overall, newly introduced vehicles that were designed with these test in mind have performed much better than older models.

Guide to the Charts

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can be compared only among vehicles of similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance.** This composite score is derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort.

If we test multiple versions of the same model and the accident-avoidance scores differ, we give the range of scores attained.

■ **Front-crash prevention.** This indicates the availability of highway-speed and pedestrian-detection automatic emergency braking (AEB), blind spot warning (BSW), and rear cross traffic warning (RCTW) on a model. Std. indicates that the safety feature is standard equipment; Opt. means it's available, but might not be on all trims; and NA indicates that the feature is not available.

INSIDE
CR'S LABS

■ **IIHS safety tests.** These include the driver- and passenger side front small-overlap, tests, which replicate a 40-mph crash in which the front of a car hits a rigid barrier. They also include an offset frontal crash that represents a head-on collision with 40 percent overlap, side-impact, and rear crash tests, and a roof-strength evaluation.

IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to four times its weight for up to 5 inches of roof crush.

■ **NHTSA safety tests.** These tests measure full-frontal and side-impact performance, and they're displayed as a combined overall and overall front and side rating. The rollover rating denotes the risk in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

For all crash tests a dash (-) means the test hasn't been conducted.

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SUBCOMPACT														
Mitsubishi Mirage	▼	Std.	NA	NA	NA	Marg.	–	Good	Good	Good	Good	▲	▲ / ▲	▲ / –
Nissan Versa	▲	Std.	Std.	Opt.	Opt.	–	–	Good	Good	–	–	▲▲	▲ / ▲▲	▲ / –
CARS: COMPACT														
Chevrolet Trax	▲	Std.	NA	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Honda Civic	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲▲ / –
Hyundai Elantra	▲▲	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲ / ▲▲	▲▲ / –
Hyundai Venue	▲▲	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / –
Kia Forte	▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / –
Kia Niro	▲	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Kia Soul	▲▲	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / –
Mazda3	▲▲	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲▲	▲▲ / ▲▲	▲▲ / ▲▲
Nissan Kicks	●	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	▲	▲ / ▲▲	▲ / –

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: COMPACT *Continued*														
Nissan Sentra	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	⏫ / –
Subaru Impreza	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	–	–	–	–	–
Toyota Corolla	🟡 – ⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / –
Toyota Prius	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	–	–	–
Toyota Prius Prime	–	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	–	–	–
Volkswagen Jetta	🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / –
CARS: COMPACT ELECTRIC														
BMW i4	⏫	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	–	–	–
Hyundai Ioniq 6	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	–	–	–
Kia Niro EV	⏫	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Nissan Leaf	🟡	Std.	Std.	Std.	Std.	–	–	Good	Good	Good	–	⏫	🔼 / ⏫	🔼 / –
Tesla Model 3	⏫	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / ⏫
CARS: COMPACT LUXURY														
Acura Integra	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / –
Alfa Romeo Giulia	🔼	Std.	Std.	Std.	Std.	Good	–	Good	Good	Good	Good	–	–	–
Audi A3	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	–	–	–
BMW 2 Series Gran Coupe	🔼	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	–	–
Buick Envista	–	Std.	NA	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Cadillac CT4	⏫	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	–	–	–
Mercedes-Benz CLA	⏫	Std.	Std.	Std.	Opt.	–	–	–	–	–	–	–	–	–
Volkswagen Arteon	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	–	–
CARS: MIDSIZED														
Chevrolet Malibu	🔼	Std.	Opt.	Opt.	Opt.	Good	–	Good	Good	Good	Good	🔼	⏫ / 🔼	🔼 / –
Honda Accord	🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	–	–	–	–	–
Honda Accord Hybrid	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	–	–	–
Hyundai Sonata	🔼 – ⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	⏫ / –
Kia K5	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / –
Nissan Altima	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	⏫ / ⏫
Subaru Legacy	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	– / ⏫
Toyota Camry	🔼 – ⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / ⏫
CARS: MIDSIZED LUXURY														
Acura TLX	🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / ⏫
Audi A4	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	– / ⏫
BMW 3 Series	⏫	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / ⏫
Cadillac CT5	⏫	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	⏫	⏫ / ⏫	⏫ / ⏫
Genesis G70	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	–	–
Infiniti Q50	⏫	NA	Std.	Std.	Std.	–	–	Good	Good	Good	Good	–	–	⏫ / ⏫
Lexus ES	🔼 – ⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
Lexus IS	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	⏫ / ⏫
Mercedes-Benz C-Class	🟡	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	–	–	–
Volvo S60	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	⏫ / ⏫
CARS: MIDSIZED/LARGE ELECTRIC														
Lucid Air	⏫	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Mercedes-Benz EQE	⏫	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Mercedes-Benz EQS	🔼	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Polestar 2	⏫	Std.	Std.	Opt.	Opt.	–	–	–	–	–	–	⏫	⏫ / ⏫	⏫ / ⏫
Porsche Taycan	⏫	Std.	Std.	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Tesla Model S	⏫	Std.	Std.	NA	NA	–	–	–	–	–	–	–	–	–
CARS: LARGE/LUXURY														
Audi A6	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	– / ⏫
Audi A8	⏫	Std.	Std.	Opt.	Opt.	–	–	–	–	–	–	–	–	–
BMW 5 Series	–	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	–	–	–

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: LARGE/LUXURY *Continued*														
BMW 7 Series	–	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	–	–	–
Genesis G80	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	⏫ / ⏫
Genesis G90	–	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	–	–	–
Jaguar XF	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Lexus LS	🔼	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Mercedes-Benz E-Class	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Mercedes-Benz S-Class	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Porsche Panamera	–	Std.	Std.	Opt.	NA	–	–	–	–	–	–	–	–	–
Toyota Crown	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	–	–	–
Volvo S90	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	–	–
CARS: SPORTS/CONVERTIBLE														
BMW 2 Series	⏫	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	–	–	–
BMW Z4	⏫	Std.	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Chevrolet Camaro	⏫	NA	NA	Opt.	Opt.	Good	–	Good	Good	Good	Accept.	⏫	🔼 / ⏫	⏫ / –
Chevrolet Corvette	⏫	Std.	Std.	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Ford Mustang	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Mazda MX-5 Miata	⏫	Std.	NA	Std.	Std.	–	–	–	–	–	–	–	–	–
Mini Cooper S	⏫	Std.	NA	NA	NA	–	–	Good	Good	Good	Good	🔼	🔼 / 🔼	🔼 / –
Nissan Z	⏫	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Porsche 718 Boxster	⏫	NA	NA	Opt.	NA	–	–	–	–	–	–	–	–	–
Porsche 911	–	Std.	Std.	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Subaru BRZ	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	–	–	–
Subaru WRX	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	– / ⏫
Toyota GR86	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	–	–	–
Toyota Supra	⏫	Std.	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Volkswagen Golf GTI	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	–	–
MINIVANS														
Chrysler Pacifica	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / –
Honda Odyssey	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / –
Kia Carnival	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	–	–
Toyota Sienna	🟡	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
SUVs: SMALL														
Chevrolet Equinox	🔼	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Chevrolet Trailblazer	🔼	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Dodge Hornet	🔼	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Fiat 500X	🔼	Std.	Std.	Std.	Std.	–	–	–	–	–	Good	–	–	–
Ford Bronco Sport	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	– / 🔼
Ford Escape	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
GMC Terrain	–	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Honda CR-V	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	–	–	–	–	–
Honda CR-V Hybrid	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	–	–	–
Honda HR-V	🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	–	⏫ / ⏫	🔼 / –
Hyundai Kona	–	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	–	–	–
Hyundai Tucson	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	🔼	⏫ / ⏫	🔼 / 🔼
Jeep Compass	–	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	🔼	🔼 / ⏫	🟡 / 🟡
Jeep Renegade	🔼	NA	Opt.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	🔼	🔼 / 🔼	🔼 / 🟡
Kia Seltos	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	🔼	🔼 / ⏫	🔼 / 🔼
Kia Sportage	🟡 – 🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	– / 🔼
Mazda CX-30	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Mazda CX-5	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Mazda CX-50	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	– / 🔼
Mitsubishi Eclipse Cross	🔼	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	– / 🔼
Mitsubishi Outlander	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	🔼	🔼 / ⏫	🔼 / 🔼
Mitsubishi Outlander Sport	–	Std.	NA	Opt.	Opt.	Accept.	–	Good	Good	Good	Good	🔼	🔼 / ⏫	🔼 / 🔼

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: SMALL *Continued*														
Nissan Rogue	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Subaru Crosstrek	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	—	—	—
Subaru Forester	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	– / ↑
Toyota Corolla Cross	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	↑ / ⇈	—
Toyota RAV4	○ – ↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Toyota RAV4 Prime	○	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	– / ↑
Volkswagen Taos	↑	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Accept.	Good	↑	↑ / ⇈	↑ / ↑
Volkswagen Tiguan	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	– / ⇈	↑ / ↑
SUVs: SMALL/LUXURY														
Alfa Romeo Tonale	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Audi Q3	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	– / ↑
BMW X1	⇈	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
BMW X2	—	Std.	Opt.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Buick Encore GX	⇈	Std.	NA	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Genesis GV70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Jaguar E-Pace	⇈	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus UX	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Lincoln Corsair	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Maserati Grecale	⇈	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLA	↑	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLB	⇈	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	⇈	↑ / ⇈	– / ↑
Mini Cooper Countryman	⇈	Std.	NA	NA	NA	Good	—	Good	Good	Good	Good	—	—	—
Volvo XC40	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
SUVs: SMALL ELECTRIC														
Audi Q4 E-Tron	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	↑ / ⇈	—
Genesis GV60	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Hyundai Ioniq 5	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	– / ⇈
Kia EV6	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	⇈ / ⇈	—
Nissan Ariya	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Subaru Solterra	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Tesla Model Y	⇈	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	– / ⇈
Toyota bZ4X	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Volkswagen ID.4	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Volvo C40	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
SUVs: MIDSIZED														
Chevrolet Blazer	⇈	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Chevrolet Traverse	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Dodge Durango	○	NA	Opt.	Std.	Std.	Marg.	—	Good	Good	—	Good	↑	↑ / ⇈	○ / ↑
Ford Bronco	○	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Accept.	Good	—	↑ / –	– / ○
Ford Edge	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Ford Explorer	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
GMC Acadia	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Honda Passport	↑	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Honda Pilot	⇈	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	—	—	—	—	—
Hyundai Palisade	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Hyundai Santa Fe	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Jeep Grand Cherokee	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	⇈ / ⇈	—
Jeep Grand Cherokee L	○	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	⇈	⇈ / ⇈	↑ / ↑
Jeep Wrangler	↓	NA	Opt.	Opt.	Opt.	Marg.	—	Good	Good	Good	Good	—	↑ / –	– / ○
Kia Sorento	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ⇈	↑ / ↑
Kia Telluride	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Mazda CX-90	⇈	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: MIDSIZED *Continued*														
Nissan Murano	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Nissan Pathfinder	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	🔼 / ⏫	– / 🔼
Subaru Ascent	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	– / 🔼
Subaru Outback	⏫	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	– / 🔼
Toyota 4Runner	!	Std.	Std.	Std.	Std.	Marg.	–	Good	Good	Good	Good	🔼	🔼 / ⏫	! / !
Toyota Grand Highlander	🔼	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Toyota Highlander	🔼	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
Toyota Highlander Hybrid	!	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	– / 🔼
Toyota Land Cruiser	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Toyota Venza	!	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	– / 🔼
Volkswagen Atlas	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
Volkswagen Atlas Cross Sport	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	–	⏫	🔼 / ⏫	🔼 / 🔼
SUVs: MIDSIZED/LUXURY														
Acura MDX	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	🔼 / ⏫	🔼 / –
Acura RDX	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	🔼 / 🔼
Alfa Romeo Stelvio	🔼	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Audi Q5	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	– / 🔼
Audi Q7	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	⏫	🔼 / ⏫	– / 🔼
BMW X3	⏫	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
BMW X5	⏫	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	🔼	🔼 / ⏫	– / 🔼
Buick Envision	⏫	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	⏫	⏫ / ⏫	🔼 / 🔼
Cadillac XT4	⏫	Std.	Opt.	Std.	Std.	–	–	Good	Good	–	–	⏫	🔼 / ⏫	🔼 / 🔼
Cadillac XT5	🔼	Std.	Opt.	Opt.	Opt.	Good	–	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Genesis GV80	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	🔼 / ⏫	– / 🔼
Infiniti QX50	⏫	Std.	Std.	Std.	Std.	–	–	Good	Good	–	–	⏫	🔼 / ⏫	🔼 / 🔼
Infiniti QX60	!	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	🔼 / ⏫	–
Jaguar F-Pace	🔼	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Land Rover Defender	!	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Land Rover Discovery	!	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Land Rover Discovery Sport	!	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Land Rover Range Rover Sport	🔼	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Land Rover Range Rover Velar	⏫	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Lexus GX	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Lexus NX	! – ⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	–	🔼 / ⏫	–
Lexus RX	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	–	–	–
Lincoln Aviator	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Lincoln Nautilus	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Maserati Levante	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Mercedes-Benz GLC	⏫	Std.	Std.	Std.	Opt.	–	–	–	–	–	–	–	–	–
Mercedes-Benz GLE	🔼	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Porsche Cayenne	⏫	Std.	Std.	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Porsche Macan	⏫	Std.	Std.	Opt.	NA	–	–	–	–	–	–	–	–	–
Volvo XC60	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
Volvo XC90	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⏫	⏫ / ⏫	🔼 / 🔼
SUVs: MIDSIZED ELECTRIC														
Acura ZDX	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Audi Q8 E-Tron	⏫	Std.	Std.	Std.	Std.	Good	Good	Good	Good	–	–	⏫	🔼 / ⏫	– / 🔼
BMW iX	⏫	Std.	Opt.	Std.	Std.	–	–	–	–	–	–	–	–	–
Cadillac Lyriq	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Chevrolet Blazer EV	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–
Chevrolet Equinox EV	–	Std.	Std.	Std.	Std.	–	–	–	–	–	–	–	–	–

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident Avoidance	AEB, pedestrian	AEB, highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: MIDSIZED ELECTRIC *Continued*														
Fisker Ocean	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Ford Mustang Mach-E	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	– / ⇈	⇈ / ⇈
Genesis Electrified GV70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Honda Prologue	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Jaguar I-Pace	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Kia EV9	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus RZ	●	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	—	—
Mercedes-Benz EQE SUV	⇈	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz EQS SUV	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Rivian R1S	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Tesla Model X	⇈	Std.	Std.	NA	NA	—	—	—	—	—	—	⇈	⇈ / ⇈	– / ⇈
Volvo EX90	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
SUVs: LARGE														
Chevrolet Suburban	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↑ / ⇈	● / ●
Chevrolet Tahoe	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↑ / ⇈	● / ●
Ford Expedition	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	⇈	⇈ / ⇈	● / ↑
GMC Yukon	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↑ / ⇈	● / ●
GMC Yukon XL	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↑ / ⇈	● / ●
Jeep Wagoneer	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Armada	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	●	● / ⇈	● / ●
Toyota Sequoia	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
SUVs: LARGE/LUXURY														
BMW X7	↑	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Buick Enclave	↑	Std.	Opt.	Std.	Std.	Good	—	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Cadillac Escalade	●	Std.	Opt.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ⇈	● / ●
Cadillac XT6	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Infiniti QX80	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	● / ●
Land Rover Range Rover	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus TX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lincoln Navigator	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	– / ⇈	● / ↑
Mercedes-Benz GLS	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
PICKUPS: COMPACT														
Chevrolet Colorado	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	↑ / ⇈	—
Ford Maverick	↑–⇈	Std.	Std.	Opt.	Opt.	—	—	Accept.	Good	—	—	↑	⇈ / ⇈	↑ / ↑
Ford Ranger	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
GMC Canyon	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	↑ / ⇈	—
Honda Ridgeline	↑	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
Hyundai Santa Cruz	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Jeep Gladiator	●	NA	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	↑ / –	– / ●
Nissan Frontier	↑	Std.	Std.	Opt.	Opt.	—	—	Good	Accept.	—	—	↑	↑ / ⇈	● / ●
Toyota Tacoma	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
PICKUPS: FULL-SIZED														
Chevrolet Silverado 1500	●	Std.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Ford F-150	●	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	↑ / ↑
GMC Sierra 1500	●	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	– / ↑
Nissan Titan	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Ram 1500	●	Std.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
Toyota Tundra	●	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ⇈	↑ / ●
PICKUPS: FULL-SIZED ELECTRIC														
Ford F-150 Lightning	●	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	↑ / ⇈	↑ / ↑
GMC Hummer EV	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Rivian R1T	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⇈	⇈ / ⇈	– / ↑

SAFETY SYSTEMS EXPLAINED

With so many non-standard names for important new safety technology, CR has stepped in to help clarify things.

ACTIVE SAFETY AND driver assistance features are common on new vehicles, but the terminology used by automakers to describe them varies widely, often seeming to prioritize marketing over meaning.

That's why CR worked with AAA, J.D. Power, the National Safety Council, PAVE, and SAE International to come up with clear, standardized naming conventions to describe what these systems do.

The common naming outlined below is simple, specific, consistent, and designed to reduce driver and buyer confusion. The Department of Transportation has endorsed this effort to bring about standardized names for common active safety features. These names are what we use in CR's content, and the list is continually refined as new systems are developed.

No matter what they're called, it is important to remember that these systems are designed to assist–not replace–an engaged driver.

DRIVING CONTROL ASSISTANCE

Lane Centering Assistance (LCA)
Provides steering support to assist the driver in continuously maintaining the vehicle at or near the center of the lane.

Adaptive Cruise Control (ACC)
Cruise control that also assists with acceleration and/or braking to maintain a driver-selected gap to the vehicle in front. Some systems can bring the vehicle to a stop and then continue, while others can't.

Active Driving Assistance (ADA)
Simultaneous use of lane centering assistance and adaptive cruise control. The driver must constantly supervise this support feature and maintain responsibility for driving.

COLLISION WARNING

Blind Spot Warning (BSW)
Detects vehicles in the blind spot and notifies the driver of their presence. Some provide an additional warning if the driver activates the turn signal.

Forward Collision Warning (FCW)
Detects a potential collision with a vehicle ahead and alerts the driver. Some systems alert for pedestrians.

Lane Departure Warning (LDW)
Monitors the vehicle's position within the lane and alerts the driver if the vehicle approaches or crosses lane markers.

Parking Collision Warning
Detects objects close to the vehicle during parking maneuvers and notifies the driver.

Rear Cross Traffic Warning (RCTW)
Detects vehicles approaching from the side at the rear of the vehicle while in Reverse gear and alerts the driver. Some systems warn for pedestrians.

COLLISION INTERVENTION

Automatic Emergency Braking (AEB)
Detects and warns of potential collisions with a vehicle ahead, and automatically brakes to avoid a collision or lessen impact severity. Some also detect pedestrians.

Automatic Emergency Steering
Detects potential collisions with a vehicle ahead and automatically steers to avoid or lessen the severity of impact. Some also detect pedestrians.

Lane Keeping Assistance (LKA)
Provides steering support to assist the driver in keeping the vehicle in the lane. It reacts only when the vehicle approaches or crosses a lane line or road edge.

Reverse Automatic Emergency Braking (RAEB)
Detects potential collisions while in Reverse gear and automatically brakes to avoid or lessen the severity of impact. Some systems also detect pedestrians.

PARKING ASSISTANCE

Backup Camera
Displays the area behind the vehicle when in Reverse gear. Some include trailer assistance, a system that assists drivers during backing maneuvers with a trailer attached.

Surround View Camera
Displays the area around some or all sides of the vehicle while stopped or during low-speed maneuvers.

Active Parking Assistance
Assists with steering and other functions during parking maneuvers. The driver may have to accelerate, brake, and/or select a gear position. Some systems can parallel and/or perpendicular park the vehicle.

Remote Parking Assistance
Without the driver being physically present inside the vehicle, it provides steering, braking, accelerating and/or gear selection while moving a vehicle into or out of a parking space.

DRIVER MONITORING

Indirect Driver Monitoring System
Observes vehicle states, motions and/or driver performance indicators to estimate driver distraction, inattention, or misuse. This may include monitoring steering wheel input, vehicle sway within a lane, or a combination of other factors monitored by the vehicle systems. Some systems may provide a warning to the driver and/or limit the use of other features.

Direct Driver Monitoring System
Detects the driver's eye and/or head movement to estimate where the driver is looking. Some systems may provide a warning to the driver and/or limit the use of other features.

Driver Reengagement
A series of warnings and interventions to engage an unresponsive driver. If the driver doesn't respond, the system brings the vehicle to a full stop or very low speed while maintaining steering control.

VEHICLE DIMENSIONS

THESE CHARTS PUT the interior and exterior dimensions of different models, along with cargo, load, and towing capacity, in one place. Most of the data come from measurements taken during our testing. Data for vehicles that have not been tested by us or are not yet on sale were provided by the manufacturers.

Exterior Dimensions and Weight

- **Length, width, height,** and **wheelbase** data come from the vehicle's manufacturer.
- **Weight** of tested vehicles is measured on our scales.

Cargo

- **Max. load** is the maximum weight of the combination of passengers and cargo that the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.
- **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement conducted with the rear seats folded. We use an adjustable pipe frame box and enlarge it until it no longer fits through the rear hatch. We then measure the volume of the box. Data for cars come from the federal government.
- **Towing capacity** is the maximum for the vehicle we tested. For those we didn't test, we have included the manufacturer's tow rating for a typical model.
- **NR** denotes not recommended for towing.

Interior Dimensions

- **Front, rear, and third-row shoulder room** are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more.
- **Front legroom** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.
- **Rear or third-row legroom** is measured with the front seat adjusted to provide 40 inches of front legroom.
- **Headroom** is the clearance above a person who is 5 feet, 9 inches tall.
- **NA** means data are not available and we have been unable to measure the vehicle completely. A dash (–) means not applicable.

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Acura Integra	186	72	56	108	3,095	850	24.0	NR	53.5	43.0	3.5	55.0	30.5	1.0	–	–	–
Acura MDX	198	79	67	114	4,495	1,175	37.0	5,000	62.0	41.5	4.5	60.5	29.0	2.5	55.0	24.5	1.0
Acura RDX	187	74	66	108	4,005	940	33.0	1,500	59.0	41.5	4.0	55.5	28.0	3.0	–	–	–
Acura TLX	195	75	56	113	3,965	840	14.0	NR	58.5	42.5	3.0	54.5	25.5	2.0	–	–	–
Acura ZDX	198	77	64	122	NA	NA	NA	3,500	NA	NA	NA	NA	NA	NA	–	–	–
Alfa Romeo Giulia	183	73	57	111	3,695	905	12.0	NR	55.0	42.5	2.5	53.0	28.0	1.5	–	–	–
Alfa Romeo Stelvio	185	75	66	111	4,020	990	26.5	3,000	57.5	43.0	3.5	54.0	28.5	2.5	–	–	–
Alfa Romeo Tonale	178	72	63	104	4,210	1,250	24.5	2,000	53.5	43.0	2.5	54.0	30.5	2.5	–	–	–
Audi A3	177	72	56	104	3,495	860	11.0	NR	54.0	43.0	3.5	51.5	28.0	2.0	–	–	–
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	–	–	–
Audi A6	195	74	57	115	4,015	1,100	14.0	3,500	57.0	43.0	4.5	55.0	30.0	3.0	–	–	–
Audi A8	209	77	59	123	4,810	970	13.0	NR	58.5	43.0	5.0	57.0	36.0	4.0	–	–	–
Audi Q3	177	73	63	106	3,880	1,090	24.5	1,500	57.0	42.0	4.5	53.5	26.5	4.0	–	–	–
Audi Q4 E-Tron	181	73	65	109	5,590	935	26.5	2,645	56.0	44.0	5.0	54.5	32.0	3.5	–	–	–
Audi Q5	184	75	65	111	4,140	1,060	27.0	4,400	57.5	41.0	5.0	55.0	27.5	2.5	–	–	–
Audi Q7	199	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi Q8 E-Tron	194	76	66	115	5,795	1,060	28.0	4,000	58.5	42.5	4.5	55.5	30.0	4.0	–	–	–
BMW 2 Series	179	72	55	108	3,440	755	10.0	NR	55.0	45.5	2.5	51.0	27.5	0.0	–	–	–
BMW 2 Series Gran Coupe	179	71	56	105	3,475	930	12.0	NR	55.0	41.5	3.5	53.0	27.0	0.0	–	–	–
BMW 3 Series	186	72	57	112	3,640	825	17.0	NR	55.0	43.0	3.0	54.0	29.5	2.0	–	–	–
BMW 5 Series	199	75	60	118	4,160	NA	18.0	NR	NA	NA	NA	NA	NA	NA	–	–	–
BMW 7 Series	212	77	61	127	5,095	1,125	14.0	NR	61.0	NA	NA	56.0	NA	NA	–	–	–
BMW X1	177	73	65	106	3,765	995	30.5	3,500	55.5	43.5	6.0	55.0	29.0	3.0	–	–	–
BMW X2	180	73	63	106	3,805	935	NA	NR	NA	NA	NA	NA	NA	NA	–	–	–
BMW X3	186	74	66	113	4,220	935	32.0	4,410	57.5	43.5	5.5	55.5	29.0	4.5	–	–	–
BMW X5	194	79	70	117	4,740	950	36.5	7,200	59.5	42.0	4.5	57.0	28.5	4.5	–	–	–
BMW X7	203	79	71	122	5,285	1,200	26.0	7,500	59.5	42.0	6.0	57.0	29.5	3.5	46.0	26.0	2.0
BMW Z4	171	73	51	97	3,290	465	10.0	NR	54.5	42.0	3.5	–	–	–	–	–	–
BMW i4	189	73	57	112	5,020	925	10.0	NR	55.0	43.5	3.0	54.0	30.0	1.0	–	–	–
BMW iX	195	77	68	118	5,680	1,065	30.5	1,000	61.5	43.0	5.0	57.0	33.0	4.0	–	–	–
Buick Enclave	205	79	70	121	4,690	1,625	48.5	5,000	62.0	43.0	5.5	61.5	31.5	3.5	57.0	25.0	0.0
Buick Encore GX	171	71	64	102	3,310	945	23.0	1,000	55.0	42.5	4.0	52.0	25.5	4.0	–	–	–

CR'S TEST DATA & RATINGS Vehicle Dimensions

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Buick Envision	183	74	63	109	3,965	1,175	28.0	1,500	56.5	44.0	4.5	56.0	29.0	2.5	–	–	–
Buick Envista	183	72	61	106	3,030	NA	21.0	NR	56.0	NA	NA	54.5	NA	NA	–	–	–
Cadillac CT4	187	72	56	109	3,625	875	11.0	1,000	55.0	43.0	3.0	53.5	26.0	2.0	–	–	–
Cadillac CT5	194	74	57	116	3,865	875	12.0	1,000	56.5	43.0	4.0	56.0	29.5	2.0	–	–	–
Cadillac Escalade	211	81	77	121	5,950	1,580	56.0	8,000	65.5	43.0	5.5	64.5	30.5	3.5	63.0	26.0	4.0
Cadillac Lyriq	197	78	64	122	5,610	NA	NA	3,500	59.0	NA	NA	58.5	NA	NA	–	–	–
Cadillac XT4	181	77	63	109	3,930	970	26.5	3,500	56.5	42.5	3.5	54.0	26.5	1.5	–	–	–
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	–	–	–
Cadillac XT6	199	77	70	113	4,585	1,320	41.0	4,000	57.5	42.5	6.0	56.5	29.5	4.0	54.5	27.0	2.5
Chevrolet Blazer	192	77	67	113	4,235	1,705	34.5	4,500	58.0	42.5	6.5	57.5	30.0	4.5	–	–	–
Chevrolet Blazer EV	182	78	65	122	NA	NA	NA	1,500	NA	NA	NA	NA	NA	NA	–	–	–
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	–	–	–
Chevrolet Colorado	213	75	80	131	4,970	1,585	–	7,700	57.5	NA	NA	56.0	NA	NA	–	–	–
Chevrolet Corvette	182	76	49	107	3,625	425	13.0	NR	53.5	42.5	3.5	–	–	–	–	–	–
Chevrolet Equinox	183	73	65	107	3,540	995	32.0	3,500	55.5	42.5	4.0	54.0	30.0	2.0	–	–	–
Chevrolet Equinox EV	NA	NA	NA	NA	NA	NA	NA	1,500	NA	NA	NA	NA	NA	NA	–	–	–
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	–	–	–
Chevrolet Silverado 1500	232	81	76	147	5,130	1,940	–	12,100	64.5	43.5	8.0	64.0	33.5	6.0	–	–	–
Chevrolet Suburban	226	81	76	134	6,000	1,655	70.0	8,100	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Chevrolet Tahoe	211	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
Chevrolet TrailBlazer	174	71	66	104	3,275	945	24.0	1,000	55.0	42.0	5.5	52.5	27.5	3.5	–	–	–
Chevrolet Traverse	204	75	70	113	NA	NA	NA	5,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
Chevrolet Trax	179	72	61	106	2,970	945	26.0	NR	56.0	43.0	5.0	53.0	33.0	3.0	–	–	–
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Hornet	178	72	64	104	3,740	1,245	25.5	2,000	53.5	43.0	2.5	54.0	30.5	2.5	–	–	–
Fiat 500X	167	71	64	101	3,280	1,080	19.5	2,000	53.5	41.5	6.0	51.5	26.5	2.5	–	–	–
Fisker Ocean	188	79	64	115	NA	NA	NA	4,000	NA	NA	NA	NA	NA	NA	–	–	–
Ford Bronco	189	76	73	116	4,795	1,275	40.0	3,500	54.5	42.5	6.5	52.5	28.5	4.0	–	–	–
Ford Bronco Sport	173	74	70	105	3,515	1,100	30.5	2,200	57.5	43.0	8.0	55.5	27.0	7.5	–	–	–
Ford Edge	189	76	68	112	4,250	950	39.0	3,500	58.0	41.5	3.5	59.0	29.0	2.5	–	–	–
Ford Escape	181	74	66	107	3,530	910	30.5	2,000	57.0	41.5	5.0	54.5	29.5	3.5	–	–	–
Ford Expedition	222	80	76	132	6,035	1,510	66.0	9,300	65.0	42.5	4.5	64.5	33.0	2.5	63.5	26.5	3.0
Ford Explorer	199	79	70	119	4,565	1,255	44.5	5,600	61.0	42.0	5.0	61.0	28.5	3.0	49.0	25.0	3.0
Ford F-150	232	80	77	145	5,070	1,475	–	7,700	66.5	43.0	4.5	66.0	34.0	3.0	–	–	–
Ford F-150 Lightning	233	84	78	146	6,790	1,680	–	10,000	66.5	43.0	4.0	66.0	35.0	2.0	–	–	–
Ford Maverick	200	78	69	121	3,735	1,445	–	4,000	57.0	42.5	6.0	55.5	27.5	5.0	–	–	–
Ford Maverick Hybrid	200	78	69	121	3,800	1,400	–	2,000	57.0	42.5	6.0	55.5	27.5	5.0	–	–	–
Ford Mustang	189	75	54	107	3,730	630	14.0	NR	56.0	44.0	4.0	50.5	25.5	0.0	–	–	–
Ford Mustang Mach-E	186	74	64	118	4,835	920	29.5	NR	57.5	43.0	5.0	55.0	30.0	3.0	–	–	–
Ford Ranger	211	76	74	129	4,415	1,710	–	7,500	57.0	NA	NA	57.0	NA	NA	–	–	–
GMC Acadia	204	75	70	113	NA	NA	NA	5,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
GMC Canyon	213	72	80	131	4,630	1,590	–	7,700	57.5	NA	NA	56.0	NA	NA	–	–	–
GMC Hummer EV	217	87	81	136	9,063	1,300	–	7,500	64.0	NA	NA	64.0	NA	NA	–	–	–
GMC Sierra 1500	232	81	76	147	5,130	1,940	–	12,100	64.5	43.5	8.0	64.0	33.5	6.0	–	–	–
GMC Terrain	182	72	65	107	3,800	985	33.0	1,500	56.5	42.5	4.5	53.5	30.0	2.5	–	–	–
GMC Yukon	210	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
GMC Yukon XL	225	81	76	134	6,000	1,760	70.0	8,000	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Genesis Electrified GV70	186	75	64	113	5,040	880	27.5	3,500	59.0	42.0	5.5	56.5	27.0	3.0	–	–	–
Genesis G70	184	73	55	112	3,770	905	11.0	NR	56.0	42.0	3.0	52.0	27.0	2.0	–	–	–
Genesis G80	197	76	58	119	4,245	880	13.0	NR	57.5	42.0	4.0	56.0	29.0	2.5	–	–	–
Genesis G90	208	76	59	125	4,865	NA	12.0	NR	59.0	NA	NA	58.0	NA	NA	–	–	–
Genesis GV60	178	74	62	114	4,740	860	26.5	2,000	57.0	44.0	5.0	53.0	29.0	3.0	–	–	–
Genesis GV70	186	75	64	113	4,310	935	27.5	3,500	59.0	42.0	5.5	56.5	27.0	3.0	–	–	–
Genesis GV80	195	78	68	116	4,915	900	39.0	6,000	60.0	42.0	3.0	57.5	28.5	3.0	–	–	–
Honda Accord	196	73	57	111	3,270	850	17.0	NR	58.0	42.5	3.0	56.0	34.0	2.5	–	–	–
Honda Accord Hybrid	196	73	57	111	3,470	850	17.0	NR	58.0	42.5	3.0	56.0	34.0	2.5	–	–	–
Honda CR-V	185	74	67	106	3,585	850	37.0	1,500	58.0	43.0	4.0	55.5	33.0	3.5	–	–	–
Honda CR-V Hybrid	185	74	67	106	3,830	850	37.0	1,000	58.0	43.0	4.0	55.5	33.0	3.5	–	–	–
Honda Civic	183	71	56	108	2,885	850	15.0	NR	57.0	43.0	6.5	55.5	30.5	2.0	–	–	–

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Honda HR-V	180	72	63	105	3,280	840	28.5	NR	56.5	43.0	6.0	54.5	31.5	3.5	–	–	–
Honda Odyssey	203	79	68	118	4,490	1,340	71.5	3,500	61.5	41.0	5.0	60.5	31.0	5.0	59.0	29.5	4.0
Honda Passport	189	79	72	111	4,170	950	39.0	5,000	61.0	41.0	5.5	60.5	30.0	5.0	–	–	–
Honda Pilot	200	79	71	114	4,635	1,340	42.5	5,000	61.5	43.5	4.0	61.5	32.5	3.5	57.5	28.0	3.5
Honda Prologue	192	78	65	122	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	–	–	–
Honda Ridgeline	210	79	71	125	4,415	1,545	–	5,000	61.0	40.5	6.0	60.5	26.0	4.5	–	–	–
Hyundai Elantra	184	72	56	107	2,765	850	14.0	NR	55.5	43.0	6.0	53.5	28.5	1.5	–	–	–
Hyundai Elantra Hybrid	184	72	56	107	2,970	850	14.0	NR	55.5	43.0	6.0	53.5	28.5	1.5	–	–	–
Hyundai Ioniq 5	183	74	63	118	4,560	860	28.5	2,000	57.5	43.0	6.0	57.5	31.0	4.0	–	–	–
Hyundai Ioniq 6	191	74	59	116	4,515	860	11.0	NR	57.5	44.0	4.5	54.5	36.0	2.0	–	–	–
Hyundai Kona	171	72	62	105	3,040	NA	NA	NR	57.0	NA	NA	55.0	NA	NA	–	–	–
Hyundai Palisade	197	78	69	114	4,395	1,175	47.5	5,000	60.5	42.0	5.0	60.0	31.0	4.5	55.0	23.0	2.5
Hyundai Santa Cruz	196	75	67	118	4,045	1,410	–	5,000	57.0	42.5	5.5	55.0	26.0	5.5	–	–	–
Hyundai Santa Fe	190	75	68	111	4,750	NA	NA	NA	59.5	NA	NA	58.0	NA	NA	–	–	–
Hyundai Sonata	193	73	57	112	3,175	905	16.0	NR	57.0	43.0	4.0	55.0	30.5	3.5	–	–	–
Hyundai Sonata Hybrid	191	73	58	110	3,500	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	–	–	–
Hyundai Tucson	182	73	66	109	3,605	925	38.5	2,000	56.0	43.0	4.5	55.0	30.0	4.5	–	–	–
Hyundai Tucson Hybrid	182	73	66	109	3,775	925	38.5	2,000	56.0	43.0	4.5	55.0	30.0	4.5	–	–	–
Hyundai Venue	159	70	62	99	2,645	840	19.0	NR	53.5	41.0	5.5	50.5	25.5	3.5	–	–	–
Infiniti Q50	190	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	–	–	–
Infiniti QX50	185	75	66	110	4,155	860	30.5	3,000	58.5	42.5	5.0	56.0	29.0	3.0	–	–	–
Infiniti QX60	198	78	70	114	4,630	1,150	41.0	6,000	61.0	43.0	5.5	59.0	33.0	2.5	50.0	28.5	2.0
Infiniti QX80	210	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,130	825	21.5	3,970	56.0	42.5	5.5	54.0	27.0	2.5	–	–	–
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	–	–	–
Jaguar I-Pace	184	75	61	118	4,920	860	25.5	NR	57.5	42.0	5.5	54.0	29.5	3.5	–	–	–
Jaguar XF	195	78	57	117	4,175	960	19.0	NR	56.5	43.0	3.5	54.0	30.5	3.5	–	–	–
Jeep Compass	173	74	65	104	3,620	860	27.5	2,000	55.5	41.5	3.5	52.5	28.0	1.5	–	–	–
Jeep Gladiator	218	74	75	137	4,650	1,450	–	7,650	56.0	41.5	4.5	56.0	29.0	6.5	–	–	–
Jeep Grand Cherokee	194	78	71	117	4,480	1,050	36.0	6,200	59.5	44.5	4.0	58.0	29.5	2.0	–	–	–
Jeep Grand Cherokee L	205	78	72	122	4,840	1,200	45.0	6,200	59.0	43.5	4.5	58.0	27.5	4.5	51.5	29.0	2.0
Jeep Renegade	167	74	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	–	–	–
Jeep Wagoneer	215	84	76	123	6,150	1,510	63.5	10,000	63.0	42.5	5.0	65.0	31.0	2.5	63.5	28.0	2.0
Jeep Wrangler	188	74	74	118	4,440	850	41.5	3,500	55.5	41.0	4.5	53.0	29.0	5.0	–	–	–
Kia Carnival	203	79	70	122	4,595	1,325	72.0	3,500	64.0	41.5	8.0	63.0	31.0	4.0	59.0	27.0	2.0
Kia EV6	184	74	61	114	4,540	825	26.5	2,300	56.5	43.0	5.0	54.0	33.0	3.0	–	–	–
Kia EV9	197	78	69	122	5,715	1,655	NA	5,000	61.5	NA	NA	60.0	NA	NA	55.0	NA	NA
Kia Forte	183	71	57	106	2,805	850	15.0	NR	55.0	42.0	5.0	52.0	28.0	2.5	–	–	–
Kia K5	193	73	57	112	3,150	905	16.0	NR	57.0	43.0	5.0	55.5	31.0	3.0	–	–	–
Kia Niro	174	72	62	107	3,100	860	23.0	NR	55.5	44.0	6.0	54.5	31.0	4.5	–	–	–
Kia Niro Electric	174	72	62	107	3,750	860	23.0	NR	55.5	44.0	6.0	54.5	31.0	2.5	–	–	–
Kia Seltos	173	71	64	104	3,120	860	28.0	NR	54.5	42.0	6.0	52.5	27.0	4.0	–	–	–
Kia Sorento	189	75	67	111	3,985	1,030	39.5	3,500	58.5	42.0	6.0	57.5	30.0	3.0	50.5	24.0	0.0
Kia Sorento Hybrid	189	75	67	111	4,250	1,030	38.5	2,000	58.5	42.0	6.0	57.5	30.0	3.0	50.0	24.0	0.0
Kia Soul	165	71	63	102	2,995	860	24.0	NR	54.5	42.5	6.0	52.0	28.0	5.0	–	–	–
Kia Sportage	184	73	65	109	3,610	925	38.0	2,500	55.5	43.0	6.0	54.5	30.5	5.0	–	–	–
Kia Sportage Hybrid	184	73	65	109	3,800	925	38.0	2,000	55.5	43.0	6.0	54.5	30.5	5.0	–	–	–
Kia Telluride	197	78	69	114	4,300	1,325	47.5	5,000	62.5	43.0	5.5	59.0	32.0	5.5	54.5	25.0	0.0
Land Rover Defender	198	79	77	119	5,435	1,985	43.0	7,700	61.0	42.5	7.5	59.0	28.5	5.5	–	–	–
Land Rover Discovery	196	82	74	115	5,405	1,200	42.5	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	–	–	–
Land Rover Range Rover	199	81	74	118	5,630	960	NA	8,200	NA	NA	NA	NA	NA	NA	–	–	–
Land Rover Range Rover Evoque	172	79	65	106	4,235	825	25.0	3,700	56.5	41.5	5.5	55.0	27.0	4.5	–	–	–
Land Rover Range Rover Sport	195	81	72	118	5,430	825	38.0	7,715	61.0	43.5	3.5	59.0	30.5	2.0	–	–	–
Land Rover Range Rover Velar	189	80	66	113	4,350	825	29.0	5,500	57.0	42.5	4.5	55.0	28.5	4.0	–	–	–
Lexus ES	196	73	57	113	3,770	905	17.0	NR	55.0	43.0	2.5	52.0	31.5	2.5	–	–	–
Lexus ES Hybrid	196	73	57	113	3,680	905	14.0	NR	55.0	43.0	2.5	52.0	31.5	2.5	–	–	–
Lexus GX	197	78	76	112	5,170	NA	NA	8,000	NA	NA	NA	NA	NA	NA	NA	NA	NA

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Lexus IS	185	72	56	110	3,900	825	14.0	NR	55.0	43.5	2.5	52.0	28.5	1.5	–	–	–
Lexus LS	206	75	58	123	5,170	870	17.0	NR	57.0	43.0	2.5	54.5	33.0	2.5	–	–	–
Lexus LX	201	78	74	112	5,925	NA	NA	8,000	61.5	NA	NA	59.0	NA	NA	56.0	–	–
Lexus NX	184	73	66	106	3,905	890	26.5	2,000	56.5	43.0	3.0	53.0	30.0	3.0	–	–	–
Lexus NX Hybrid	184	73	65	106	3,970	885	26.5	2,000	56.5	43.0	3.0	53.0	30.0	3.0	–	–	–
Lexus RX	193	76	67	112	4,280	1,110	31.0	3,500	58.5	43.5	4.0	56.0	32.5	3.5	–	–	–
Lexus RX Hybrid	193	76	67	112	4,475	1,110	31.0	3,500	58.0	43.5	4.0	56.5	32.5	3.5	–	–	–
Lexus RZ	189	74	64	112	4,515	950	30.5	NR	57.0	43.5	5.5	53.0	34.0	3.5	–	–	–
Lexus TX	203	78	70	116	4,965	NA	NA	5,000	60.0	NA	NA	59.0	NA	NA	56.0	NA	NA
Lexus UX	177	72	60	104	3,570	890	18.0	NR	54.5	42.5	3.0	51.0	27.0	3.0	–	–	–
Lincoln Aviator	199	80	70	119	5,065	1,415	49.0	6,700	61.0	41.0	5.0	61.0	29.0	3.0	50.0	21.0	3.0
Lincoln Corsair	181	76	64	107	3,910	850	27.5	3,000	56.5	41.0	5.0	55.5	28.0	3.0	–	–	–
Lincoln Nautilus	193	80	68	114	4,350	NA	NA	1,750	59.0	NA	NA	58.0	NA	NA	–	–	–
Lincoln Navigator	210	80	76	123	6,100	1,565	56.0	8,300	65.0	42.5	4.5	65.0	32.0	3.0	63.0	26.0	3.5
Lucid Air	196	76	56	117	5,015	880	16.0	NR	57.5	44.0	4.5	54.0	36.0	3.0	–	–	–
Maserati Grecale	191	77	66	114	4,415	1,100	29.0	5,515	57.0	43.0	3.5	54.5	29.0	2.0	–	–	–
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	–	–	–
Mazda 3	184	71	57	107	3,025	860	13.0	NR	55.0	42.0	4.0	52.0	27.0	2.0	–	–	–
Mazda CX-30	173	71	62	105	3,280	850	21.5	NR	55.0	41.5	4.5	51.5	25.0	3.0	–	–	–
Mazda CX-5	180	73	66	106	3,590	850	30.5	2,000	56.5	42.0	4.0	54.0	27.5	4.5	–	–	–
Mazda CX-50	186	73	64	111	3,755	850	34.0	2,000	55.0	42.0	3.0	52.5	30.0	2.0	–	–	–
Mazda CX-90	201	78	69	123	4,760	1,360	41.5	3,500	58.5	43.0	4.5	58.0	32.0	3.5	48.5	28.5	2.0
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	–	–	–	–	–	–
Mercedes-Benz C-Class	187	74	57	113	4,030	985	13.0	NR	51.0	44.0	3.0	54.5	29.0	0.5	–	–	–
Mercedes-Benz CLA	185	72	57	107	3,485	950	16.0	NR	54.5	43.0	3.0	53.0	27.0	1.0	–	–	–
Mercedes-Benz E-Class	194	75	58	117	NA	NA	19.0	NR	57.5	NA	NA	56.0	NA	NA	–	–	–
Mercedes-Benz EQE	197	77	60	123	5,410	880	15.0	NR	59.0	43.0	2.5	57.0	32.5	2.0	–	–	–
Mercedes-Benz EQE SUV	192	76	66	119	5,735	870	28.0	3,500	59.0	43.5	3.5	57.0	32.0	2.0	–	–	–
Mercedes-Benz EQS	207	76	60	126	5,810	875	22.0	NR	59.5	44.0	3.0	57.0	35.0	1.0	–	–	–
Mercedes-Benz EQS SUV	202	77	68	126	6,315	1,190	35.5	3,500	59.5	44.0	4.0	57.5	33.0	3.0	46.0	26.5	0.0
Mercedes-Benz GLA	174	72	63	107	3,630	915	26.5	NR	55.0	44.0	5.5	50.5	29.0	4.0	–	–	–
Mercedes-Benz GLB	182	72	65	111	3,785	935	28.5	NR	55.5	42.5	5.0	53.0	30.0	3.5	–	–	–
Mercedes-Benz GLC	186	74	65	113	4,320	815	28.6	3,500	55.5	44.0	3.5	55.5	29.0	2.5	–	–	–
Mercedes-Benz GLE	194	77	71	118	5,145	980	36.5	7,700	59.0	43.0	5.0	56.0	32.0	5.0	–	–	–
Mercedes-Benz GLS	205	77	72	123	5,495	1,300	42.5	7,715	59.0	43.0	5.5	57.5	31.5	5.0	50.0	21.5	3.5
Mercedes-Benz S-Class	208	77	59	127	4,775	NA	13.0	NR	59.5	NA	NA	59.0	NA	NA	–	–	–
Mini Cooper	153	68	56	98	2,813	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	–	–	–
Mini Cooper Countryman	174	72	64	105	3,690	925	23.5	NR	55.0	42.5	3.5	53.0	29.0	2.0	–	–	–
Mitsubishi Eclipse Cross	179	71	67	105	3,515	825	22.5	1,500	56.0	41.0	4.5	54.0	29.0	2.5	–	–	–
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	–	–	–
Mitsubishi Outlander	185	75	69	107	3,845	1,155	32.0	2,000	56.0	42.0	4.5	55.0	32.0	4.0	51.0	26.5	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	–	–	–
Nissan Altima	193	73	57	111	3,240	900	15.0	NR	57.5	41.5	3.5	54.0	29.5	2.5	–	–	–
Nissan Ariya	183	75	65	109	5,075	835	29.5	1,500	56.0	42.0	2.5	55.5	31.5	1.5	–	–	–
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	210	72	76	126	4,720	1,310	–	6,350	58.5	42.0	5.0	58.0	28.5	2.0	–	–	–
Nissan Kicks	169	69	62	103	2,630	850	25.0	NR	53.0	42.5	6.0	51.0	27.0	4.0	–	–	–
Nissan Leaf	176	71	62	106	3,850	860	24.0	NR	54.0	41.0	5.5	51.0	27.0	2.0	–	–	–
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	–	–	–
Nissan Pathfinder	198	78	70	114	4,600	1,150	44.5	6,000	61.0	43.0	6.5	59.0	30.5	3.5	58.0	23.5	3.5
Nissan Rogue	183	72	67	107	3,685	900	36.5	1,500	57.0	42.0	5.0	54.5	30.5	5.0	–	–	–
Nissan Sentra	183	72	57	107	3,000	880	14.0	NR	55.5	42.0	5.5	52.0	28.0	2.0	–	–	–
Nissan Titan	228	80	76	140	5,770	1,435	–	9,135	63.0	42.0	6.0	63.0	31.0	5.5	–	–	–
Nissan Versa	177	69	57	103	2,670	840	15.0	NR	53.0	41.5	4.5	52.0	27.0	1.5	–	–	–
Nissan Z	172	73	52	100	3,520	450	7.0	NR	54.0	40.5	3.0	–	–	–	–	–	–
Polestar 2	181	71	58	108	4,730	925	14.0	2,000	55.0	42.0	5.5	52.0	28.0	1.5	–	–	–
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	–	–	–	–	–	–
Porsche 911	178	73	51	97	3,380	995	5.0	NR	50.0	NA	NA	47.0	NA	NA	–	–	–
Porsche Cayenne	194	78	67	114	4,680	1,475	32.0	7,715	59.0	42.5	4.5	55.5	29.0	2.5	–	–	–
Porsche Macan	185	76	64	111	4,415	1,150	29.0	4,410	56.5	42.0	4.5	54.5	25.5	2.0	–	–	–

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third-row shoulder room (in.)	Third-row leg room (in.)	Third-row head room (in.)
Porsche Panamera	199	78	56	116	4,125	990	18.0	NR	56.5	NA	NA	53.0	NA	NA	–	–	–
Porsche Taycan	195	78	54	114	5,095	830	14.0	NR	56.0	43.0	5.0	52.0	28.0	1.0	–	–	–
Ram 1500	233	82	78	145	5,355	1,690	–	11,340	65.0	42.0	6.0	65.0	33.5	5.5	–	–	–
Rivian R1S	201	82	77	121	6,920	1,360	48.5	7,700	61.0	44.0	6.5	59.0	31.5	5.5	51.0	28.0	4.5
Rivian R1T	217	82	78	136	6,925	1,625	–	11,000	61.0	45.0	6.0	59.0	30.0	3.0	–	–	–
Subaru Ascent	197	76	72	114	4,550	1,160	40.5	5,000	60.0	43.5	5.5	59.5	29.0	3.5	55.5	24.5	0.0
Subaru BRZ	168	70	52	101	2,835	700	6.0	NR	53.5	42.5	3.5	51.5	22.0	0.0	–	–	–
Subaru Crosstrek	176	71	63	105	3,350	900	26.5	3,500	56.5	43.0	3.5	55.0	31.5	3.5	–	–	–
Subaru Forester	183	72	68	105	3,485	900	36.5	1,500	57.0	43.0	5.0	55.0	30.0	3.0	–	–	–
Subaru Impreza	176	70	58	105	3,290	900	28.5	NR	56.5	43.5	3.0	54.0	29.0	3.0	–	–	–
Subaru Legacy	191	72	59	108	3,510	850	15.0	NR	57.5	42.5	6.5	56.5	30.0	2.0	–	–	–
Subaru Outback	192	74	66	108	3,915	900	37.0	3,500	57.0	42.5	4.5	57.5	30.0	5.0	–	–	–
Subaru Solterra	185	73	65	112	4,415	925	29.0	NR	57.5	42.0	5.0	55.5	32.5	3.0	–	–	–
Subaru WRX	184	72	58	105	3,345	850	13.0	NR	56.0	43.0	5.5	54.5	31.0	2.0	–	–	–
Tesla Model 3	185	73	57	113	3,895	890	15.0	NR	55.5	42.5	6.0	52.5	29.0	3.5	–	–	–
Tesla Model S	196	77	57	117	4,625	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	–	–	–
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Tesla Model Y	187	76	64	114	4,375	830	25.0	3,500	56.0	42.5	6.0	53.5	29.5	4.0	–	–	–
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	168	70	52	101	2,855	700	6.0	NR	53.5	42.5	3.5	51.5	22.0	0.0	–	–	–
Toyota Camry	192	72	57	111	3,340	925	15.0	NR	56.5	43.0	4.5	54.5	31.0	3.5	–	–	–
Toyota Camry Hybrid	192	72	57	111	3,505	925	15.0	NR	56.5	43.0	4.5	54.5	31.0	3.5	–	–	–
Toyota Corolla	183	70	57	106	2,960	825	13.0	NR	54.0	42.0	2.5	53.0	29.5	1.5	–	–	–
Toyota Corolla Hatchback	172	71	57	104	3,020	860	18.0	NR	54.0	42.0	4.5	53.0	26.0	3.0	–	–	–
Toyota Corolla Hybrid	183	70	57	106	3,045	825	13.0	NR	54.0	42.0	2.5	53.0	29.5	1.5	–	–	–
Toyota Corolla Cross	176	72	65	104	3,320	940	26.0	1,500	51.5	42.0	3.5	53.0	28.5	3.5	–	–	–
Toyota Corolla Cross Hybrid	176	72	65	104	3,305	940	26.0	1,500	51.5	42.0	5.5	53.0	29.5	4.0	–	–	–
Toyota Crown	196	72	61	112	4,035	905	15.0	NR	56.5	44.0	2.5	54.0	34.0	2.5	–	–	–
Toyota Grand Highlander	201	78	70	116	4,555	1,410	48.5	5,000	60.0	42.0	4.5	59.5	33.0	3.5	55.5	28.0	2.5
Toyota Highlander	195	76	68	112	4,385	1,390	40.5	5,000	59.0	42.0	3.5	59.0	33.5	4.0	50.0	22.5	0.0
Toyota Highlander Hybrid	195	76	68	110	4,925	1,305	40.5	3,500	58.5	42.0	4.0	58.5	31.5	5.5	53.0	27.5	1.0
Toyota Land Cruiser	194	74	73	112	NA	NA	NA	6,000	NA	NA	NA	NA	NA	NA	–	–	–
Toyota Prius	181	70	56	108	3,310	860	24.0	NR	55.5	43.0	4.0	52.5	31.0	2.0	–	–	–
Toyota Prius Prime	181	70	56	108	3,550	NA	20.0	NR	55.5	NA	NA	53.0	NA	NA	–	–	–
Toyota RAV4	181	73	67	106	3,510	900	30.5	3,500	57.0	42.0	3.0	54.5	30.0	5.5	–	–	–
Toyota RAV4 Hybrid	181	73	67	106	3,745	900	30.5	1,750	57.0	42.0	3.5	55.0	30.5	5.0	–	–	–
Toyota RAV4 Prime	181	73	67	106	4,335	970	30.5	2,500	58.0	42.0	4.0	56.0	29.0	5.0	–	–	–
Toyota Sequoia	208	80	75	122	6,140	1,360	42.5	9,520	65.5	43.5	4.5	62.0	34.5	2.5	63.0	30.5	0.0
Toyota Sienna	204	79	69	121	4,585	1,420	48.0	3,500	62.5	42.0	4.0	62.0	34.0	2.0	58.0	25.5	2.0
Toyota Supra	173	73	51	97	3,385	465	10.0	NR	54.0	42.5	4.0	–	–	–	–	–	–
Toyota Tacoma	225	74	71	127	NA	1,710	–	6,500	58.0	NA	NA	56.5	NA	NA	–	–	–
Toyota Tundra	234	80	78	146	5,590	1,365	–	11,160	65.0	44.5	6.5	62.5	34.5	3.5	–	–	–
Toyota Venza	187	73	66	106	3,850	900	26.5	NR	57.5	42.0	4.5	56.5	29.0	4.5	–	–	–
Toyota bZ4X	185	73	65	112	4,415	925	29.0	NR	57.5	42.0	5.0	55.5	32.5	3.0	–	–	–
Volkswagen Arteon	192	74	57	112	3,865	850	27.0	4,850	55.5	42.5	3.0	53.5	32.5	1.5	–	–	–
Volkswagen Atlas	201	78	70	117	4,670	1,215	50.5	5,000	61.0	43.0	6.5	59.5	32.5	5.0	53.0	28.0	1.5
Volkswagen Atlas Cross Sport	196	78	68	117	4,425	1,090	37.5	5,000	61.0	42.5	5.0	60.0	32.0	2.0	–	–	–
Volkswagen GTI	167	71	58	104	3,205	915	24.0	NR	52.0	43.5	3.5	52.5	29.0	4.0	–	–	–
Volkswagen ID4	181	73	65	109	4,905	950	31.0	2,700	57.5	42.0	6.0	55.0	29.0	2.5	–	–	–
Volkswagen Jetta	187	71	58	106	3,065	970	16.0	NR	55.0	43.5	4.0	52.5	30.0	2.5	–	–	–
Volkswagen Taos	176	73	65	106	3,530	935	31.5	NR	56.5	42.0	5.5	54.5	30.0	3.5	–	–	–
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33.0	1,500	56.0	42.5	6.0	55.0	32.0	4.0	48.0	NA	NA
Volvo C40	175	75	63	106	4,700	960	NA	2,000	56.5	NA	NA	56.5	NA	NA	–	–	–
Volvo EX90	198	77	69	NA	NA	NA	NA	4,850	NA	NA	NA	NA	NA	NA	NA	NA	NA
Volvo S60	187	73	57	113	3,740	890	12.0	2,000	55.5	42.0	3.0	53.5	28.0	2.5	–	–	–
Volvo S90	200	74	57	121	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	–	–	–
Volvo XC40	174	73	65	106	3,785	925	25.5	3,500	56.0	41.5	3.5	55.0	27.0	3.0	–	–	–
Volvo XC60	185	79	65	113	4,150	950	34.0	3,500	58.0	43.0	5.0	56.0	28.5	4.0	–	–	–
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

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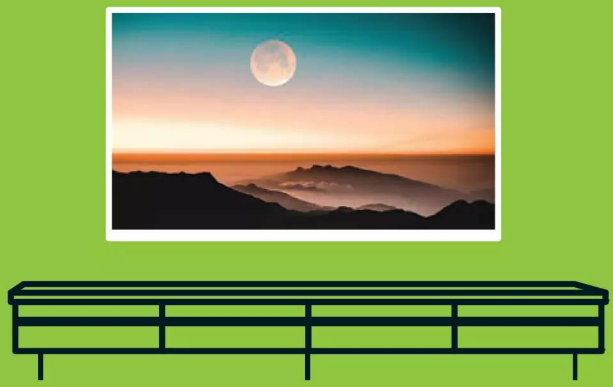

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